

*Newsletter 71*



**SOCIETY OF WIRELESS PIONEERS**

P.O. Box 530 Santa Rosa, Calif., U.S.A. 95402

**DIRECTORY - JANUARY - 1972**



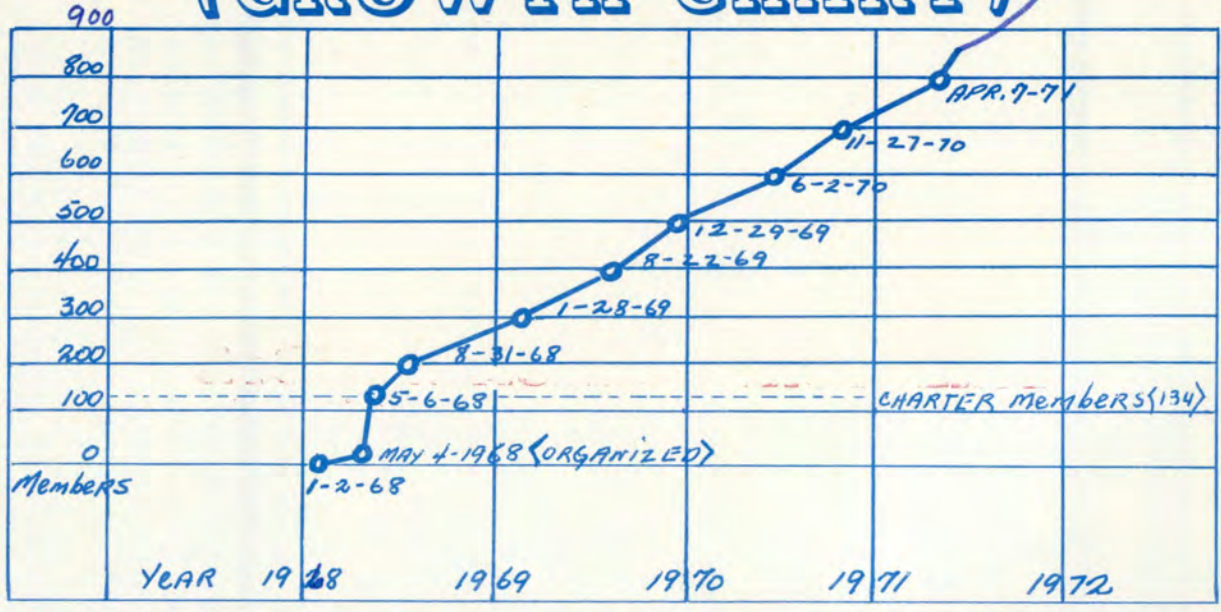
*Newsletter*



DEDICATED TO  
The  
WIRELESS PIONEERS



# (GROWTH CHART)



DEDICATED — to the men who “went down to sea in ships” as Wireless Telegraphers and all those who have earned their living “pounding brass” as wireless or radio ops since the day of Marconi.



S. O. W. P.

# Old Sparks

Old Spark's bottom is getting fat  
His fist is getting rusty  
The B. C. boys, they ham and chat  
Poor Sparks, his mind is musty

What with this war and W.T.B. ams  
Restrictions on throwing the main  
Might just as well cut off his hands  
Or forget to come out of the rain.

He sits and thinks of the good old time  
When he could 'open' and call... "What Ship ?"  
Or inquire what outfit, or steamship line  
Why Hell ! he'd even talk to a 'Nip'.

Tell him the days of the "brass-pounder"  
is done  
He'll gaze at you with a tender smile  
Old Sparks worked hard but had his fun  
Making Haywire rigs seem worthwhile

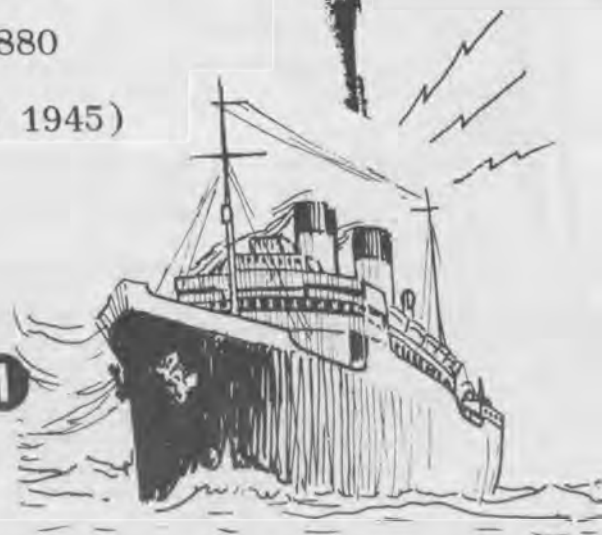
All young lids tell him of rhombics and such  
Can't listen to Sparks talks of old  
Eager to dash from his fatherly clutch  
and to handle a new mike like gold

They can't be bothered with hand keys or bugs  
Why, they're a thing of the past  
That stuff is as ancient as shaving mugs  
In a few years it simple can't last!

Yes, old Sparky's bottom is getting fat  
and his fist is probably rusty  
But he wouldn't trade places in spite of that  
His memories will never be dusty.

Louis G. Batch - 880

(Written at Guadalcanal - June 5 1945)





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## SOWP OFFICERS & DIRECTORS

### SPRING - 1972

The following individuals serve as officers and directors of the Society of Wireless Pioneers as of date of publication of this Newsletter.

<u>OFFICE</u>	<u>INCUMBENT</u>
<u>PRESIDENT</u>	Eben K. Cady
<u>VICE PRESIDENTS (*)</u>	
<u>EXECUTIVE DIRECTOR</u>	William A. Breniman
<u>SENIOR MEMBERSHIP AWARDS</u>	Clyde W. Preble
<u>CHAPTERS</u>	John N. Elwood
<u>FINANCE/AUDITS</u>	Lewis M. Clement
	Franklin Atlee
	Joe H. McKinney
<u>SECRETARY</u>	Albert C. Fox
<u>TREASURER</u>	Lorin G. DeMerritt
<u>HISTORIAN</u>	Gilson V. Willets
<u>PUBLICITY</u>	Vacant
<u>EDITOR</u>	William A. Breniman
<u>ASS'T. EDITOR</u>	EDMUND H. Marriner
<u>TECHNICAL EDITOR</u>	Thorn L. Mayes
<u>STAFF CARTOONIST</u>	Ralph C. Folkman
<u>SPECIAL FEATURE</u>	Howard H. Falk
	Dexter S. Bartlett.
<u>CHIEF OPERATOR</u>	Robert L. Shrader
<u>NATIONAL NET COORDINATOR</u>	Lt. Col Allan D. Brodnax
<u>(*) PRESIDENT EMERITUS</u>	Richard Johnstone.
<u>HONORARY COMMODORE</u>	W. Earle Wohler.
<u>DIRECTORS</u>	
HOWARD COOKSON	KARL H.W. BAARSLAG
CHARLES E. MAASS	KEN. RICHARDSON
A.W. FILTNESS	ROBERT S. PALMER
RALPH C. FOLKMAN	

### AREA DIRECTORS

CANADA	A.W. FILTNESS
AUSTRALIA/NEW ZEALAND	WILLIAM J. O'BRIEN
GREAT BRITAIN (EXCEPT IRELAND)	KENNETH C. WOODMAN
N.E. UNITED STATES	EDWIN G. RASER
S.E. UNITED STATES & GULF	MANUEL FERNANDEZ
S.W. UNITED STATES/ARIZONA	JIM CALDWELL
PHILIPPINES & SE ASIA	ALFONSO V. DeLANGE
IRELAND ( EIRE )	MATTHEW M. FAHY
SOUTH AFRICA	DANIEL T. MAHONY
INDIA & S.W. ASIA	LT. COL. DADY S. MAJOL
CONTINENTAL EUROPE	CORNELIS GLERUM
MEXICO	WILLIAM DEMELLO

### CHAPTER DIRECTORS

GOLDEN GATE	I	EMIL A. HOLGERSON
DR. LEE DE FOREST	III	HAROLD F. CRAIG (*)
OTIS MOOREHEAD	IV	ERNEST F. WILMSHURST
JACK BINNS	V	GORDON PASCOE
WESTERN CANADA	VI	A.W. FILTNESS
VANCOUVER ISLAND	XVI	NELSON J. SMITH
SOUTHERN CROSS (AUSTRALIA)	XX	FRANK J. CAREY **

(\*) Has requested to be relieved.

(\*\*) Preliminary organizational meetings have been held

Former Presidents: Richard Johnstone and Frank Geisel.

THE SOCIETY OF WIRELESS PIONEERS is a non-profit organization dedicated to banding together the professional wireless and radio men who once earned their living at the radio-telegraph key. The Society is entirely patriotic, non-secretarian and has no commercial interests of any kind. Books and releases are for the use of members only. There is no objection to the reprinting of articles in this publication providing credit is given to the Society of Wireless Pioneers for same. Official address of the Society is P.O. Box 530, Santa Rosa, Calif. 95402. Editor and Executive Director is William A. Breniman. Historical records, memorabilia and antique wireless equipment are desired by the Society with the expectation that a museum of same will eventually be opened for public use, in conjunction with a library containing all publications that have been printed on this or related fields of the art.



*By Ye Ancient Mariner*



Thanks to the dedicated efforts of many members and to officers who contribute liberally of their time and effort - your organization continues to grow at an amazingly fast pace, as will be noted on the 'Growth-Chart' on the inside front cover. We have every reason to believe that our membership will pass the ONE THOUSAND mark before this copy is distributed, thus making the Society the largest organization of its kind in the world.

We are pleased that during the year which just closed, (1971), that the Society has fulfilled in large measure one of our primary objectives, i.e: "Bringing people together". Many 'reunions' or get-to-gethers have been held throughout the year and a head-count indicates that at least a thousand have attended these meetings. The opportunity to meet with old friends and shipmates is one of those increasingly rare opportunities to renew friendships and to reminisce. It's a heart-warming experience to see the warm glow of comradeship manifest so often at these reunions.

Since all dues and funds received to date have been used exclusively for publishing or Society activities, and with no money what-so-ever going out for salaries or field trips of officers, we have been able to keep the yearly dues at a minimum and within reach of many of our members who are retirees on small (or no) pensions or income. We hope to keep it that way! Thanks to a number of generous members, contributions have been received to help fund cost of printing and operations so that some members who are having a hard time financially...will still receive the Society's publications. We have never yet cut off any member, where "hard-ship" case is known, as it is one of the very reasons for the Society's existence.

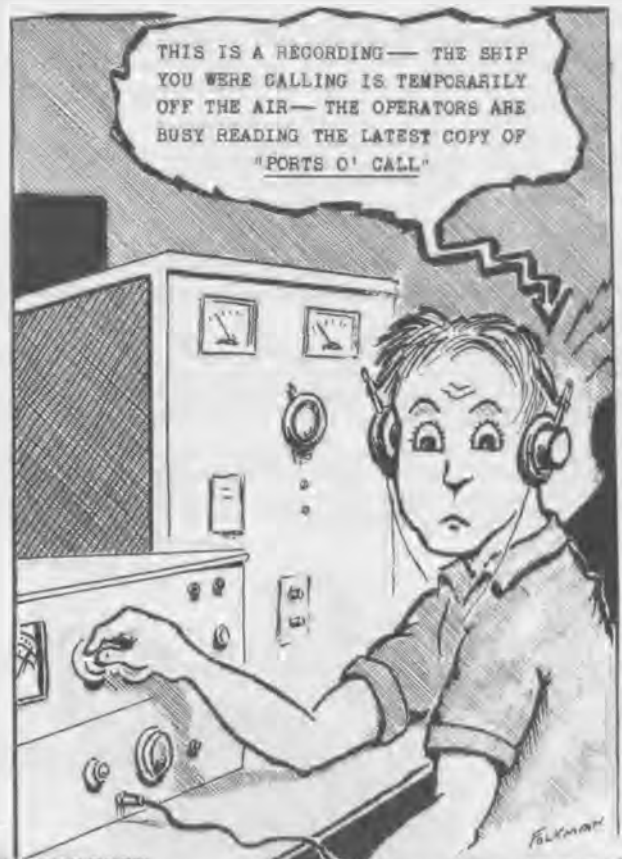
During 1972, we are hopeful that urgently needed office equipment can be purchased. This includes files for our growing archives and administrative needs. A good addressing system to cut down on endless time required for addressing mail and publications, typewriter, desk and a few other necessities to utilize time of those willing to donate time and effort to make better use of same. One of our officers suggested that we ask each member to contribute a dollar each, as a 'one-shot' deal. This seems like a good idea as much of the office equipment now used is property of the Executive V.P. and regretfully, it is wearing out.



Since statement for sustaining dues (1972) have already been printed and will be included in the mailing of this newsletter, we will be unable to include such suggestion with same. We invite any member, who can afford, to include a bit extra for this purpose. We feel sure that the equipment needed will materially improve the utilization of donated time and reflect greater benefits for all members, even if not immediately tangible.

"INTERNATIONAL ASPECT"

In connection with the growth of your Society, we are becoming increasingly aware of the number of those from foreign countries that seek membership in our professional organization. It is fast becoming an "INTERNATIONAL ORGANIZATION" of 'Professional' Brass-pounders. We would like to encourage the trend as we feel that while we all have roots that are deep in the loyalty of our own countries, never-the-less, the "BROTHERHOOD OF THE PROFESSIONAL KNIGHTS OF THE KEY" is one that should be encouraged all over the world. We hope, in time to become a truly 'International' Society of the ...professionals. (see Page - 4)



THE WIRELESS PIONEER



**PROGRAM TO OBTAIN PROPER RECOGNITION FOR CRAFT MEMBERS WHO PARTICIPATE IN SEA DISASTERS OR RESCUES.**

Considerable effort has been expended during 1971 to obtain more recognition from the News media, broadcast and TV Stations, Nautical Magazines and others for proper recognition of the part played by RADIO OFFICERS in disasters and rescues.

We are glad to report that some headway has been made but it seems that so much lethargy has existed for so many years that it is difficult to obtain "instant recognition" -- not that we expected it.

In almost every account or report we receive or read about, "Sparks" is seldom mentioned - and almost never by name. Conversely, deck officers, crew and even members of the Stewards Department come in for their share of attention or glory.

We have written quite a few letters on the subject through the year to various members of the media. Some have given warm reaction, while others have ignored the suggestion. This is the case of Master Mates & Pilots International and their publication THE MASTER, MATE & PILOT. We had at least hoped for their cooperation in the program. Silence leads us to wonder if they fear the rightful recognition of the part played by Radio Officers in times of stress. We wrote them due to their story they wrote about the "S.S. BADGER STATE" disaster of Dec. 26 1969 with loss of 26 men and the rescue of 14, including Capt. Charles T. Wilson. The story in MM&P failed to mention the part played by Radio Officer William Lafayette who sent the SOS that resulted in the saving of Captain Wilson and 13 of his crew members, while "Sparks" Lafayette lost his life in the tragedy.

We feel that Society members can assist in the project by monitoring the media and the initiation of letters about such dereliction. We will appreciate your cooperation and also copies of correspondence generated in this project.

Historically, records are replete with valor and the heroic deeds accounts of wireless and radio men who "stuck to their key" even when the ship was sinking from under them - often with death as the reward for their devotion to duty. We feel that it is time to give recognition where due. We invite all those who may be concerned to join in our program.

**SAROC CONVENTION.**

The Society was invited to participate in their convention at Las Vegas, January 6-9 1972 and in which we were offered a complimentary booth to tell the "WIRELESS PIONEER" story to those attending.

Since this is perhaps the largest gathering of the radio amateur clan in the Western United States, we felt quite complimented in receiving the invitation from Mr. Leonard Norman and his group of 'live-wires'.



Since the Society's Constitution and By Laws do not provide or authorize expenditures for such purposes, the only way we could accept was through individuals volunteering for the assignment and picking up the tab themselves as a personal donation to the organization.

This was done by Mr. John N. Elwood, Vice President and Chairman of the Membership Committee plus your Executive Vice President, Bill Breniman who both attended at their personal expense.

Attendance at the SAROC Convention was estimated at from six to eight thousand. Two full days were spent by SOWP Representatives Elwood and Breniman, talking to the hundreds who stopped by to learn about the Society and its activities. Hundreds of application forms were passed out and a few new members signed up at the booth. The Society was complimented by many for having a very attractive display and booth. We also met quite a few members from all parts of the U.S. who came to Las Vegas to attend the Convention.

We feel that results of the convention were very successful. While our Society is a 'professional' organization per se, we do have our own "CW AMATEUR CLUB & NET" numbering several hundred members. Many who attend these conventions have had experience which qualifies them for membership. We are hopeful that the Convention experience will 'spread the word' about the Society and that there will be tangible results of our participation which will accrue over the long range.

One of the more tangible results of the Convention was the rapport afforded with officers of QCWA, DOTC and others at a Board Meeting to which we were invited by Officers of QCWA.

**1971 YEAR BOOK**

**ACCOLADE & KUDOS**

**MANY THANKS !**

We received many hundred kind letters from members thanking us for the 1971 YEAR-BOOK and expressing appreciation for our effort. We appreciate your fine letters more than you will ever know but the work-load make it simply impossible to answer the deluge of mail we received about this publication. It only makes us resolve to do even better on the coming PORTS O'CALL and other releases scheduled. So to all who wrote, a simple "Thank You" for taking time out for your note of encouragement. Following are a few letters picked at random

Well, Well, you have improved the unimprovable !  
Dexter S. Bartlett

Congratulations. These publications are the back-bone of our organization.  
Ernie Wilmshurst.

Its a masterpiece. Have been so absorbed in the damn thing, I can't get my chores done !  
Pete Fernandez.

Truly a masterpiece. Being an offset printer myself, I can appreciate the almost unbelievable amount of work you put into it.  
Bert F. Ayers - W6CL

Congrats on the fine 1971 Year Book. Keep up the good work.  
Geo. E. Sterling.

Its a 'classic' as far as the wireless world is concerned. There has never been anything like it printed.  
Ray Green

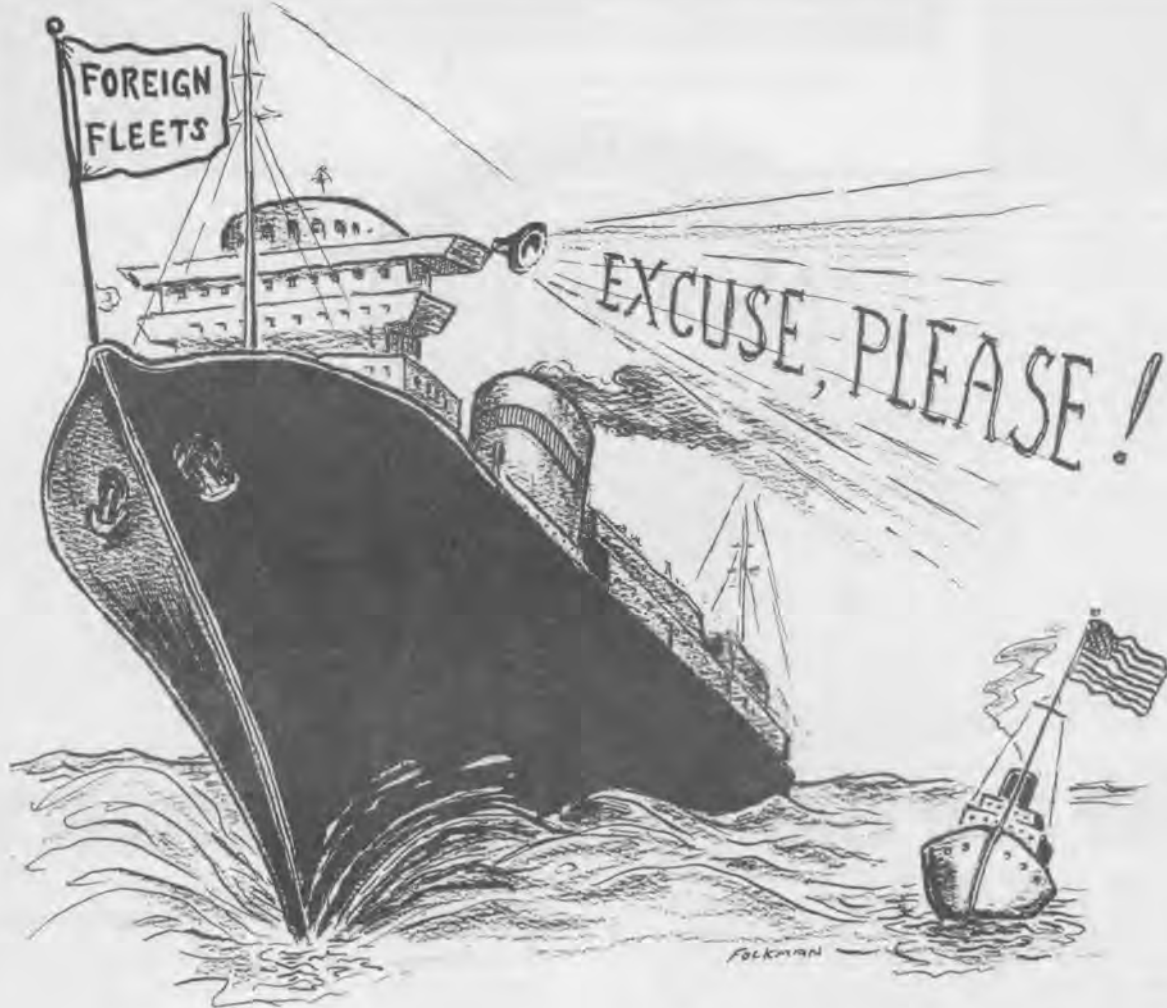
Superb ! Translated into English means, Wonderful !  
Gene Eagles.

The Wireless Pioneer Year Book is a work of art. Congratulations and many thanks.  
Reese Clark (D)

Words can not describe it. The Year Book, what a work of art !  
W. Earle Wohler

It is wonderful -- a truly Herculean task. My thanks and congratulations !  
Fred Elser

The 1971 Year Book is marvelous. I had decided to drop out on account of my remote location, but now I will stay.  
Walt Rathbun



## STORY . . . without words !

### SAD STORY OF AMERICAN SHIPPING

The above cartoon by Staff Cartoonist, Ralph C. Folkman tells the story of American shipping in a more forceful manner than pages of copy. While warships are not included in the cartoon, some of our top admirals have admitted that a strong merchant marine is a prerequisite to remaining a 'top sea power' and that total sea-power can not be rated in terms of warships alone.

Less than a quarter century ago, the United States had the finest fleet of merchant ships in the world. No other nation even came close. Even after WW-2, Americans were still carrying over 70% of our imports and exports.

By the early 1950's this had dropped to 40% and now has dwindled to only 5% (FIVE PERCENT) as our shipping continues to deteriorate and we are fast becoming the 'low man on the totem pole' - a deplorable situation indeed.

A survey last summer indicated that we have dropped from 1st place in world shipping to seventh, following (1) Liberia, (2) Japan, (3) U.K. (4) Norway, (5) Greece and (7) Russia. Not only has this critical decrease in American shipping thrown thousands of Americans out of work, but it has also had a telling effect on the gold drain and our balance of payments. It has been reported by a reliable official in Government that if all our commerce had been carried by American-flag ships, that there would be NO BALANCE OF PAYMENT PROBLEMS whatsoever.

The American fleet of passenger ships has suffered an even more drastic reduction. Two decades ago, U. S. ships plied every ocean, while today, our fleet consists of only FOUR SHIPS - all of them on Pacific Ocean routes.

Facts that are shocking - frightening ! Not only is America dependent upon foreign nations for much of our raw materials, we are now nearly totally dependent on ships of other nations to transport these critical resources to our shores. Of the raw materials recognized as strategic which we require - 66 of 76 are imported from overseas and only about 4% arrive on American ships - the balance--96% arrive on ships of other nations.

Why is it that foreigners can come to American shores and operate ships, filled to capacity, while our own sailors look on in sad disbelief ? Primarily, it has to do with U.S. ships being outdated. Secondly, it has to do with the quality of services furnished passengers. On the last cruise trip taken by one of the Society's members, he reported open argument in front of all the passengers by stewardesses fighting with the Matre D, as to who she would serve and who she would not. The hostility was chilling. Too many are concerned with the 'fast buck' and not enough with Service to those which pays their keep.

Inflation in the U.S. along with the 'standing of the dollar' among currencies of the world is no doubt having its impact on American shipping. (Cont. Page 8)



# Who are the Wireless Pioneers?

Members of the SOCIETY OF WIRELESS PIONEERS are or have been professional "Brass Pounders" at some period of their lives. They may have worked at commerial or government stations aboard ship, on land or in the air. Many served in the military, including the Navy and Signal Corps. Others have worked for various organizations with C. W. systems. Many have worked for Government-State, Provincial, Territorial, Federal, Etc. Some have held down assignments on high-speed circuits requiring a high degree of skill and operating ability.

Among our members, picked at random, are those who have served in the following assignments: Bristol Bay Alaska aboard salmon fishing boats or at land stations; In the oil fields of Venezuela and Bolivia (CPC) handling company traffic; Canadian Coastal Stations of British Columbia; Fishery protection in Russian Arctic waters; Coal burning mine sweepers; Aboard the British Battleship "ROYAL SOVEREIGN" with Lord Lewis Mountbatten; Presidential assignments with Pres. Eisenhower and Kennedy; Ten years with Press Wireless; Land stations in Bermuda, Falkland Island, Curacao and Eastern Canada; Served on over 25 Great Lake ships; Flew with TWA as Radio-Operator until CW discontinued in 1954; Served on 48 Australian and N. Z. ships and stations; Immigration and Border Patrol station.

Halifax Naval Wireless; Coast and Geodetic Survey ship in Alaska and Hawaii; Aboard ship captured by Japanese 1941; With Adm. Robley D. ('Fighting Bob') Evans aboard USS Connecticut 1908; Flew PANAM 1932-1947; Opened Mackay Station "WMR" at West Palm Beach, Fla. Apr. 1930; Assigned ships bound for Viet Nam last 6 years; Made first clipper ship flights across the Pacific with Panam; In convoy during WW2 bound for Bear Island

from Reykjavik Iceland-Germans located us and sank 34 out of 36 ships in few hours; Served in Ferry Command between Goose Bay or Gander to Prestwick; Relief operator on ferry between Kelsey Bay and Prince Rupert; Tuna clipper off Mexico and S. A. Coasts; F. A. A. Int'l. Station WBR at Miami for 15 years; Many trips on SS Leviathan; Solid sea-service 1918-1933 and 1953-1971; Went through Typhoons "Charlotte" 3X and Typhoon Vera on 62,000 ton Carrier "MIDWAY" in Western Pacific.

With Adm. Byrd on first trip to Anarctica; With Sir. Hubert Wilkins on Trans-polar submarine "Nautilus"; Assigned USS CHICAGO, Mar. 3, 1905; On USS California at Pearl Harbor when Japanese hit; Torpedoed twice in 1942; "UWT" Station, Grunewald Hotel, New Orleans 1912; On duty NRS "NAH" April 15, 1912 - established sole contact with SS Carpathia, receiving first complete list HMS Titanic survivors for relay to AP, N. Y., Searched for "spy" stations in Chile and Argentina; 1910 Astoria Station "PC"; Fastest "Kana" code operator in service; Received Italian "Legion of Merit" for medical aid to ships at sea; Station "DM" Duluth, Minn. 1908; R/O FIRST Trans-Atlantic Airmail Flight 5-20-39, New York-Marseilles via Azores and Lisbon with PANAM. We could go on and on.

*Every Member Get A Member*

**SOCIETY OF WIRELESS PIONEERS**

P.O. Box 530 Santa Rosa, Calif., U.S.A. ☐ 95402



WP



# Society of WIRELESS PIONEERS

P. O. Box 530, Santa Rosa, Calif., 95402, U. S. A.



## Introduction

The SOCIETY OF WIRELESS PIONEERS is a unique organization of wireless/radio men from nearly every section of the world, that bands together the professional "Brass-pounders" who have manned stations aboard ships as well as shoreside stations. They have operated private and government C. W. circuits and facilities all over the world. They have flown the air-routes of the world on the early day clipper. They include commercial and military operators. Men from the Navy, Signal Corps, Light-house Service, Coast Guard - in fact from every type of installation where C. W. code has been used to communicate. Many members saw duty in the early Air Mail and at Airways Communication Stations.

Since establishment in 1968 the Society has grown to become the largest professional organization of its kind in the world (\*). The phenomenal growth of the Society has been due in part to the 'Service' furnished its members without cost. Included in these direct benefits are the "Reunions" it has organized. Our files are full of instances where old friends have been brought together after the years. The Society's publications . . . . . PORTS O' CALL, Wireless Pioneer and Year Books have become a "Collector's Item" due to the great demand which has exhausted the supply of each shortly after its issue. Many of the Society's members have played a very dominant roll in the field of communications or the development of the electronic arts. We invite you, if you qualify, to join with us to perpetuate the bonds of brotherhood of those whose roots are deeply planted in this stimulating field. You will enjoy the nostalgia of the early days, as well as the contact of those who are still going to sea as "Sparks"

(\*) Nearly 1000 members as of 1-1-72.

## Constitution & By-Laws "High-Lights"

1. **HERITAGE:** Perpetuate the memory, heritage and traditions of all pioneer and veteran wireless telegraphers. Acquaint the public with the exploits and deeds of many heroic wireless-men who have proven their valor and worth in times of emergencies or disasters, and of most wireless pioneers who have directly or indirectly contributed to the improvement of the art.

2. **CENTRAL ADDRESS BUREAU:** Provide all members with a Central File where members pledge to keep their addresses current, and to provide the CENTRAL ADDRESS BUREAU with the name/s of others, including non-member old-timers, as they become available, so that all members may have a central point for referral which may be contacted re: addresses of lost friends or old associates.

3. **FRATERNALISM:** The Society through its Chapters will sponsor and initiate periodic meetings for its members in order to promote fraternalism and comradship through such reunions.



### 4. NEWS & INFORMATION

Provide sustaining members with periodic newsletters, rosters, directories and other releases to keep them informed of programs and matters of interest.

### 5. AWARDS & RECOGNITION

The Society will provide suitable "AWARD" Certificates or other suitable

forms of recognition for the accomplishments, bravery and outstanding deeds or contributions that are recognized by the AWARDS COMMITTEE. Individuals nominated need not necessarily be members of the Society, but must be sponsored by our members, with suitable dossier covering.

6. **MARITIME & WIRELESS LIBRARY:** We have established an impressive loan-library for the benefit of our members. Already we have received contributions from members of books, magazines etc., which will be catalogued and listed in POC for the information and benefit of Society members. Members with books and records are invited to participate.

## Membership Classifications & Requirements

Requirements for all classifications are essentially the same to qualify. You must have earned your livelihood at some period in your life as a wireless/radio operator requiring a license above that of amateur UNLESS WORKING FOR GOVERNMENT WHERE LICENSE WAS NOT REQUIRED. Also, employed in days prior to licensing. Chairman of the Membership Committee reserves the right to request documentation if so desired.

FIRST DATE ASSIGNED determines the "CLASSIFICATION" of the membership, and are as follows:

### "SPARK-GAP" PIONEER

Members whose service started PRIOR to 1915.

### "PIONEER"

Members whose service date between 1915-1925 (Inclusive)

### "VETERAN"

Members whose service date between 1926-1935. (Incl.)

### "PROFESSIONAL ASSOCIATE"

Members who started AFTER 1935. Those starting AFTER 1950 must show TWO YEARS service to be eligible.

## ACCEPTANCE OF APPLICATIONS

The Chairman, Membership & Credentials Committee will pass upon the eligibility of all applicants. They will be informed relative the status of their application within ten days, either with approval or request for more documentation.

## Dues

Non-recurring INITIATION FEE of \$2.50 should be included with application from PLUS DUES as follows: \$5.00 for the current calendar year from those joining prior to March 1st. Thereafter, fifty-cents for each full month remaining during the calendar year. ie: If you join in mid-July, you would pay for five remaining months @ 50c per month or \$2.50 plus INITIATION FEE \$2.50 or total \$5.00. Joining in Nov. the total due would be \$8.00 which includes initiation fee \$2.50, Dec. 50c and the coming year's dues of \$5.00. Payment should be to the Society of Wireless Pioneers, P. O. Box 530, Santa Rosa, California 95402.

## Meetings

ANNUAL BUSINESS MEETING is scheduled for the First Saturday in May.

ANNUAL AWARDS MEETING will be held the 1st Saturday in Feb.

ANNUAL PICNIC is scheduled for the THIRD SATURDAY IN AUGUST.

(NOTE: Wives are invited to attend all except business meetings.)



RED  
&  
BLACK



years, in his farewell article said that ... "We seem to be floundering in confusion. Our difficulties at sea are only an extension of confusion ashore". He feels that America still has an abundance of God-given resources that could permit us to remain a free, prosperous nation meeting our problems in a way that could make everyone happy. With all these things going for us, he is hopeful that we will reverse direction, overcome our confusion and start moving up instead of down.

Mr. Timofei Guzhenko, Soviet Minister of Marine, in the French Journal of Merchant Marine discloses that the Soviets plan to build container ships and computerize the control of their worldwide shipping. Also they are making a strong bid for technological supremacy on the high seas with the use of gas-

## THE RUSSIANS ARE COMING

(CONTINUED FROM PAGE 5)

The strike of longshoremen in late 1971 and early 1972 forced many small shipping firms out of business and is seriously threatening the stability of the larger operators if it continues much longer. Also serious concern is felt over jurisdictional disputes of several waterfront unions about handling of cargoes and resistance to technological advances in ship design and cargo handling. So many have been hurt by these strikes including the workers themselves that it appears time for government to step in with legislation forcing the arbitrary settlement of those involved. It would seem that there are a few men involved, more obsessed with a personal vendetta than the will to bargain in good faith. These men hold too much leverage against the public and the economic well-being of the nation to allow them to wreck the country, dragging many innocent people down with them.

The ominous affairs of our shipping extends to the Navy as well. Where two decades ago we had the most powerful navy in the world, today, the U.S. Navy is rapidly becoming 'second rate'. Even as far back as 1968, 521 of the Navy's 894 warships were more than 20 years old while out of 1575 Soviet combat ships, only two were of that age. 68 out of 146 submarines in the U.S. fleet are over 20 years of age while the Soviet have 375 subs built less than 14 years ago.

The American Congress has recently taken some action to improve the conditions mentioned. We now have a program to build 30 ships per year but at this slow pace it will take a long long time to make much impression, especially with the Russians building at a rate of about ten to one.

The Navy is scheduled to receive a half billion dollars this year, earmarked for ships and shipbuilding. This is a small amount when one considers the great importance of shipping to the United States as compared with rockets and other programs which cost ten times as much and return very little economically.

The following facts have been clipped from various publications of recent issue and give an insight on maritime affairs and shipping as it exists today.

### (QUOTE-UNQUOTE)

When it comes to maritime affairs, the U.S. has not only been asleep; the noise of its snoring has drowned out the alarms that have been ringing on both sides.

Four British lines have just lost a large share of the coffee trade moving from South Africa to the U.K. by Soviet ships undercutting their rate by as much as 25 percent.

SWAN SONG FOR U.S. SHIPPING -- AMERICA RETIRES FROM LEADERSHIP AT SEA. Jay Wells, Maritime Editor for the Seattle Times who retired Aug. 28 1971 after twenty

turbines (engines) and variable-pitch propellers on large ships. Ships with these turbines can get under way swiftly without wasting time building up steam in boilers and the adjustable props increase the maneuverability. It has been reported that the Soviet have a crewless ship operating in the Caspian Sea. Closed circuit TV cameras monitor the engine-room equipment and navigation with anti-collision radar to safeguard it from other ships. The only time a crew boards a ship is upon arrival where it takes over for berthing and inner harbor navigation.

There are about 400 American ships in the "RUNAWAY" fleet, sailing under foreign flags of 'convenience' and registry (in countries where taxes are lower, crews come cheaper and maintenance costs are down. The "runaway" fleet is supposedly under effective control of the U.S. in emergencies, but it is said that this has not work this way during the Viet Nam war.

The major problem in revitalizing the U.S. Maritime industry is expense. The cost of building ships in the 25 major yards which are equipped to build and handle, is double that of Japan. The U.S. Government now pays up to 55% of the cost of new vessels, but far too little money has been allocated.

In 1962 our nation scored an important maritime "first" -- the nuclear ship SAVANNAH -- first atomic-powered merchant ship in the world. Since then, we have lost seven years of leadership. In the near future nuclear ships will be plying the world seas ... ships have been completed or under construction in Russia, Red China, Germany and Japan. American technology has made much of this possible. In conventional ships, Russia is adding 100 ships a year to our 15. We have the money, know-how - but seem to lack the will.

It is reported that Nikita Khrushchev is responsible for the Soviet surge in sea power. After the humiliation and back-down of plans to place missiles on Cuba, he gave the word to create a fleet that would rank first in world sea power. Today's Soviet ships are not only wide-ranging but among the world's newest and best equipped.

As a maritime power, the U.S. with its thousands of miles of coastlines and deep water ports, has no alternative but to reclaim and reinforce its maritime heritage.

The average age of more than 150 bulk carriers on the Great Lakes is over 45 years!

From a fleet of some 5000 ships at the end of WW-2, we now have less than one thousand.

Concluded on Page ten.



UNITED STATES OF AMERICA

Department of Commerce and Labor  
NAVIGATION SERVICE

OPERATOR'S CERTIFICATE OF SKILL IN RADIOCOMMUNICATION

This is to certify that, under the provisions of the Act of June 24, 1910,

Corwin Raymond Henry

has been examined in radiocommunication and has passed in:

- (a) The adjustment of apparatus, correction of faults, and change from one wave-length to another;
- (b) Transmission and soundreading at a speed of not less than fifteen words a minute American Morse, twelve words Continental, five letters counting as one word.

The candidate's practical knowledge of adjustment was tested on a slaty arco set of apparatus.\* His knowledge of other systems and of international radiotelegraphic regulations and American naval wireless regulations is shown below:

Is familiar with the United Wireless Telegraph Code, Is familiar with International and Naval Wireless regulations

Weldon Fawell

(Signature of examining officer.)

Place Marine Island, Cal., Date February 29, 1912

By direction of the Secretary of Commerce and Labor:

W. C. Chauvel

Commissioner of Navigation, Washington, D. C.

I, Corwin Raymond Henry do solemnly swear that I will faithfully preserve the secrecy of all messages coming to my knowledge through my employment under this certificate; that this obligation is taken freely, without mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office: So help me God.

Corwin Raymond Henry

(Signature of holder)

Date of birth Sept 14/1893 Place of birth Fairfield, Iowa

Sworn to and subscribed before me this 29<sup>th</sup>

day of February, 1912



W. C. Chauvel

NOTARY PUBLIC

\* It is not intended to limit the employment of the holder to a particular system, but merely to indicate the particular system in which he was tested for adjustment of apparatus.

This certificate is valid for two years, subject to suspension or revocation by the Secretary of Commerce and Labor for cause. It should be kept where it can be shown to officers of the customs or other officers of the Government just before the ship leaves port.

# CERTIFICATE OF SKILL



## Roster - "Certificate Of Skill" Holder's

### FIRST PHASE

Mr. William R. Foley who has long been identified with the Radio Division on the Department of Commerce (Now P.C.C.) has compiled a history of the first 21 years of the organization. He has authorized us to publish this very interesting document and it will appear in the coming issue of PORTS O' CALL. PHASE ONE recalls the very early days of the fledgling organization and is published here as it concerns the issuance of the 'OPERATOR'S CERTIFICATE OF SKILL IN RADIOCOMMUNICATION'. It might be noted that these certificates were issued by the DEPARTMENT OF COMMERCE AND LABOR.

The Society's charter member EDWARD G. RASER #35-P who has long been interested in the history of the early day wireless and who furnished a list of those to whom a CERTIFICATE OF SKILL (COS) had been issued ( See Page 14, 15 and 111 of the 1971 YEAR BOOK) has revised and updated his listing of those who were issued this coveted certificate. This listing will be found following Bill Foley's article:

----- BY WILLIAM R. FOLEY -----

The Service originated with the Ship Act of 1910 which required radio-telegraph equipment and continuous watch by operators on ocean-going steamers which carried fifty or more persons. To enforce this first law four "U.S. Wireless Ship Inspectors" were proposed. These men were to be assigned to groups of ports - New York and New England ports, Atlantic ports south of New York, Gulf ports, and Pacific ports. The Service was organized as under the Navigation Service, Department of Commerce and Labor.

The first appropriation requested was for \$10,000 to cover the necessary instruments, travel expenses, and salaries. Only \$7,000 was appropriated so the service was initiated by only two inspectors. These were William D. Terrell and Richard Young Cadmus who took their oaths of office on July 1 1911. Both had been telegraphers with the Dept. of Commerce and Labor.

The new inspectors, together with Mr. Charles St. John Howard who was to be employed later if funds permitted, received several weeks of technical instruction. It began at the Navy Radio School, Brooklyn, under Arthur R. Rice (who later joined the Service), continued at the Bureau of Standards under Henry J. Meneratti and Dr. Louis Austin, and concluded at the Washington Navy Yard under George A. Clark.

Upon completion of this instruction Mr. Terrell took up his duties at New York and Mr. Cadmus went to S. F.

On the first of March 1912, Mr. A. C. Pickells was added to the force. He was assigned to New York and relieved Mr. Terrell when the latter went to London as Delegate to the International Radiotelegraph Convention

In July, Mr. Terrell resumed his duties at New York. Mr. Pickells went to New Orleans, and Mr. Howard was employed and assigned to Baltimore, thereby completing the original plan.

During this phase the duties consisted of inspecting ship radio stations and issuing "Certificates of Skill in Wireless Communication". Wavemeters were provided with which to measure wavelength and decrement, and ammeters were provided with which to estimate transmitting range.

-----oOo-----

It may be noted that U.S. Navy personnel were authorized to examine applicants and issue certificates until the designated inspectors took over these duties.

1. JAMES H. BASKERVILLE  
May 25 1911, Brooklyn Navy Yd. W.H. Shluter
2. THOMAS APPLEBY  
May 27 1911, Phila Navy Yd. W.L. Howard, USN.
3. EDWARD P. KNOWLES  
June 6 1911, Brooklyn NY. W. H. Shluter.
4. ERIC LEAVENS  
June 6 1911, Bklyn Nvy Yd. W. H. Shluter.
5. SYDNEY FASS  
June 17 1911, Mare Isld, Reed M. Fawell, USN
6. WILLIAM AUGUST VETTER  
June 17 1911, Mare Isld. R.M. Fawell, Lt. USN
7. GEORGE H. HURBARD  
June 20 1911, Mare Isld. R.M. Fawell.
8. EDWARD W. DUGAN  
June 20 1911, Brooklyn Navy Yd. W.H. Shluter
9. GEORGE B. DUVALL  
June 20 1911, CharIstan N.Yd. W.G. Mitchell, USN
10. JOSEPH H. HALLOCK  
June 20 1911, Mare Isld. Reed M. Fawell
11. CLIFTON H. WATSON  
June 20 1911, Mare Isld. Reed M. Fawell
12. ANTHONY J. BRIZZOLARI  
June 20 1911, Brooklyn Nvy Yd. E.S. Tucker, USN.
13. CHARLES HENRY KESLER  
June 22 1911, Mare Isld, Reed M. Fawell, USN.
14. THOMAS M. STEVENS  
June 24 1911, Boston Navy Yd. E.W. Kittelle, Cdr.
15. WESLEY KELLAND  
June 24 1911, Boston Navy Yd. E.W. Kittelle, USN.
16. LEWIS M. CLEMENT  
June 27 1911, Bremerton Nvy Yd. E.W. Stewart, USN.
17. DAVID SARNOFF  
June 27 1911, Brooklyn Nvy Yd. W.H. Shluter, USN.
18. KENNETH RICHARDSON  
June 27 1911, Boston Nvy Yd. E.W. Kittelle, Cdr.
19. HENRY W. DICKOW  
June 27 1911, San Francisco, R.Y. Cadmus (R.I.)
20. ROY E. ARMSTRONG  
June 28 1911, Norfolk Navy Yd. H.R. Stark, Lt. USN
21. CHARLES W. HORN  
July 5 1911, Brooklyn Nvy Yd. W.H. Shluter, USN
22. ROBERT E. DALE  
July 5 1911, New Orleans, J.A. Davis, USN.
23. DANIEL C. MCCOY  
July 14 1911, Brooklyn Nvy Yd. W.H. Shluter, USN
24. HARRY R. CHEETHAM  
Aug. 4 1911, Boston Nvy Yd. Thos. P. Clark, USN
25. LEON S. GRABO  
Aug. 6 1911, Honolulu, USN Sta, (No. Sig. Furn.)
26. CHARLES J. PANNILL  
Aug. 7 1911, Baltimore, Md. C.J. Howard, USN
27. JAMES R. FALLON  
Aug. 15 1911, Boston Nvy Yd. E.W. Kittelle, USN.
28. ELMO N. PICKERILL  
Aug. 17 1911, Brooklyn Nvy Yd. W.H. Shluter, USN.
29. ARTHUR M. GREENWELL  
Aug. 20 1911, Mare Isld. Reed M. Fawell, USN.
30. CHARLES E. STEWART  
Aug. 28 1911, Phila. Nvy Yd. W.L. Howard, USN.
31. STANLEY E. HYDE  
Sept. 5 1911, San Francisco, R.Y. Cadmus, R.I.
32. LOREN A. LOVEJOY  
Sept. 18 1911, San Francisco, R.Y. Cadmus, R.I.
33. GOODSPEED S. CORPE  
Sept. 20 1911, Mare Isld, R.M. Fawell, U.S.N.
34. CECIL R. PARKER  
Sept. 28 1911, S.F. Calif. R.Y. Cadmus, R.I.
35. RICHARD S. EGOLF  
Nov. 22 1911, Brooklyn Navy Yd. E.S. Tucker, USN

REPORT ON SHIPPING - LOOK ON PAGE 11 PLEASE



# CERTIFICATE



# OF SKILL

(CONTINUED FROM PAGE 10)

36. JOSEPH G. MULLEN  
Nov. 23, 1911, Brooklyn Nvy Yd. E.S. Tucker, USN.
37. HENRY G. LAMBERT  
Dec. 22, 1911, Boston Navy Yd. E.W. Kittelle, USN
38. EARL M. CALDWELL  
Jan. 3 1912, Brooklyn Nvy. Yd. E.S. Tucker U.S.N.
39. CARROL D. RILEY  
Jan. 4 1912, Phila. Nvy Yd. Lt. Robt. Wallace USN
40. AARON BARBALATE  
Feb. 12 1912, Brooklyn Nvy Yd. E.S. Tucker, USN
41. HERMAN ZIMMERMAN  
Feb. 12 1912, Brooklyn Nvy Yd. E. S. Tucker USN
42. CORWIN R. HENRY  
Feb. 29 1912, Mare Island Nvy Yd. R.M. Fowell  
NOTE: COPY OF MR. HENRY'S C.O.S. SHOWN ON PAGE-10
43. ARTHUR COSTIGAN  
Apr. 10 1912, Brooklyn Nvy Yd. E.S. Tucker, USN
44. CHARLES HENRY GRASSE  
April 29, 1912, Phila. Nvy Yd. Robt. Wallace, USN
45. JOHN A. BOSSEN  
May 15 1912, Brooklyn Navy Yd. E.S. Tucker, USN
46. HOWARD A. COOKSON  
May 15 1912, Mare Isld Nvy Yd. Reed M. Fowell.
47. JOHN W. SWANSON  
May 29 1912, Brooklyn Navy Yd. E. S. Tucker
48. SARA MAYBELLE KELSO  
June 6 1912, Bremerton Nvy Yd. A.C. Kail, Lt. USN
49. LAWRENCE A. SCHMITT  
June 27 1912, Brooklyn Nvy Yd. E.S. Tucker, USN
50. MILTON BERL  
June 27 1912, Brooklyn Nvy Yd. E.S. Tucker, USN
51. ARTHUR F. REHBEIN  
June 28 1912, Brooklyn Nvy Yd. E. S. Tucker, USN
52. BERNARD H. LINDEN  
July 2 1912, Mare Isld Nvy Yd. R.Y. Cadmus.
53. WILLIAM THOMAS STENGLE  
July 19 1912, Phila Navy Yrd. R.G. Greenlee
54. EDWIN S. LAMB  
July 31, 1912, Washington Nvy Yd. (No. Sig.)
55. RICHARD JOHNSTONE  
August 13, 1912, Mare Isld Nvy Yd. R.Y. Cadmus
56. ROLAND E. BURDITT  
Aug. 24, 1912, Boston Nvy Yd. Thomas P. Clark
57. HOMER D. JAGGERS  
Aug. 24 1912, CH.S.F. R.Y. Cadmus, R.I.
58. STACY W. NORMAN  
Aug. 30 1912, Bremerton Nvy Yd. A. C. Kail, USN
59. JOHN E. WATERS  
Sept. 22 1912, Los Angeles, Ca. R.Y. Cadmus, RI.
60. RAYMOND E. MEYERS  
Sept. 25, 1912, Brooklyn Nvy Yd. E.S. Tucker.
61. JOHN S. CHAMBERLIN  
Sept. 26 1912, CH. S. F. Ca. R. Y. Cadmus, RI.
62. HOLLAND COLBERT  
Oct. 1 1912, CY. S.F. Ca. R.Y. Cadmus, R.I.
63. MATTHEW BERGEN  
Oct. 4 1912, Brooklyn Navy Yard, W.D. Terrill
64. JOHN A. MICHE  
Oct. 9 1912, CH. SF. CA. R.Y. Cadmus, RI.
65. HENRY O. HORNETJ  
Oct. 13, 1912, Brooklyn Navy Yd. E. S. Tucker
66. FRANCIS M. RYAN  
Nov. 13 1912, Puget Sound Nvy Yd (Bremerton)  
S.A. Taffinder, Lt. USN.
67. IRVING VERMYLLA  
Dec. 12 1912, Brooklyn Nvy Yd. Gunner Booth, USN
68. RALPH G. BARBER  
Dec. 13 1912, Brooklyn Nvy Yd. E.S. Tucker, USN
69. WILLIAM G. GERLACH  
1912\* Mare Island Nvy Yd. Capt. Dodd, USN.  
(\*Unable verify exact date due loss of records)
70. EDWIN LOVEJOY  
Recorded as one of two Radio Inspectors who were issued COS by William R. Foley in his history of the Service. Details re: date and place lacking.

THE WIRELESS PIONEER

NOTE: ED G. RASER - W2ZI and Eastern Area Director of the Society of Wireless Pioneers has spent an endless amount of time during the past several years researching for names of those eligible to be included in the "ROSTER" of old-time professional brass-pounders who were issued the (now) coveted CERTIFICATE OF SKILL listed herein.

Director Raser says he is sure of the authenticity of his list. He mentions however, that it is possible that a few names have been missed and welcomes information on any who may be eligible for inclusion, but have not been listed herein.

Please mail information about C.O.S. to Ed. Raser direct. His address: The W2ZI HISTORICAL WIRELESS MUSEUM, 19 Blackwood Drive, Wilburtha, Trenton, N.J. 08628.

If there is any substantial change in these listings, we will republish revisions in future issues of P.O.C. or Society publications. A "BIG VOTE OF THANKS" to Ed for this bit of historical memorabilia... and for the time and effort it took to work it all up.



## In the Wake... Far Far Astern!

The U.S. now ranks twelfth in the world in the construction of new merchant ships. Even tiny Denmark is ahead of the U.S.

WARNING... The Russians believe in the historically proved axiom that control of 70% of the earth's surface that is water is an important means of controlling the 30% that is land.

Helen Delich Bentley, Chairman of the Federal Maritime Commission is reported to have listed six reasons she feels that have caused American ships to lose their position of dominance in world shipping. Briefly they are as follows:

1.  Wage demands of seagoing unions have priced the U.S. carriers out of the market. She reports the unions have modified demands to preserve what jobs remain.
2.  Inept management on the part of many S.S. Lines.
3.  Restrictions by government, including anti-trust laws which make mergers difficult. Some of our lines spend hundreds of thousands yearly fighting each other while foreign lines are able to merge and don't have these long legal battles.
4.  Demands for lower and lower rates by the Departments of Defense and Agriculture. Much freight is handled at unprofitable rates, she says.
5.  Indifference of the U.S. State Department when American ships encounter "abuse and delays" in foreign ports.
6.  There is too much willingness on the part of American shippers to use foreign bottoms, partly because labor disputes are frequent and American shippers can not guarantee delivery of their cargoes. U.S. shippers do not patronize U.S. ships and carriers as do other nationals with their flag fleet. Many other nationals would consider it unpatriotic to ship in other than their own carriers if such were available - in fact it isn't even considered.

So what are we going to do about it? Sit on our "fantails" and watch our ship be torpedoed... and all go down with it? HARDLY! Since "dissent" seems to be a way of life with us, let's all voice our dissent against lethargy and procrastination to the halls of the Congress. It's worth a try.

They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep." Psalms, CVII:23,24.

Herb Scott - 838-SGP.



# 'TALES OF THE WIRELESS PIONEERS'

FROM THE UNFINISHED BOOK OF HENRY W. DICKOW, 3-SGP

## SYDNEY MADDAMS

Station PH was built by Sydney Maddams who, with Tim Furlong, was also one of its original operators. Maddams learned telegraphy at the Government Telegraph School in London before the turn of the century. He became a telegrapher in the Central Telegraph Office along with 5,000 other male operators who manned the provincial circuits, and 2,000 female operators who handled the Metropolitan London wires.

While Maddams was learning his trade as a telegrapher, Marconi was experimenting with his wireless telegraph in England. Marconi did not know the Morse telegraph code and it became necessary for the government to supply him with operators.

Maddams was the operator who sent the now-famous letter S across the Atlantic from Poldhu station in England to St. Johns in Newfoundland, at fifteen minute intervals. He recalls the great enthusiasm exhibited by Marconi on his return from America, when he displayed his gratitude by slapping the operators on the back and jumping up and down like a little boy.

Maddams was given employment by United Wireless Telegraph Co., on his arrival in the United States, and by May 16 1908, he was at the key of station PH. On one occasion he heard music -- The Merry Widow Waltz -- and then a voice asking if anyone had heard it. Replying by wireless telegraph, Maddams said: "Yes, I heard it, very loud and clear. What is it? Please come back by voice."

The answer came ... it was the little wireless telephone on the battleship Connecticut of The Great White Fleet. Maddams telephoned the San Francisco Examiner and ask that a reporter be sent to the station to listen to the voice signals. The story was printed in the paper and Maddams was paid \$10 for it.

He was later sent to sea as wireless operator on the S.S. Hilonian, then to the new station at Kahuku, Oahu, built by Arthur A. Isbell. Maddams gave the station its call-letters, HU.

In 1912, the Federal Telegraph Company sent its President Beach Thompson, accompanied by A.Y. Tuel, to Honolulu to establish a station of its own at Heaia Point. Maddams was employed as station manager and retired from Mackay Radio and Telegraph Company in 1945. He died in Honolulu in 1955.

## THE FIRST "FULL-TIME" WIRELESS OPERATOR

The world's first assignment to full-time duty as a shipboard wireless operator went to F.S. Stacey, a British Marconi man. He served aboard the S. S. Princess Clementine during the winter of 1900-1901. Then he worked on the SS Lake Champlain, another of the first vessels to be equipped with Marconi apparatus. The ship was engaged in the run from England to Canada.

Her wireless room was an afterthought, said Karl Baarslag to whom Stacey related the tale. The "shack" was hurriedly constructed on the boat deck to house the newly arrived wireless apparatus. The wireless oper-

ator's term for radio cabin -- "shack" -- must have originated in this ship. For a shack it was, made of match-wood, a lean-to housing 4'6" X 3' 6", built against an iron bulkhead. There were no windows. Light was supplied by a bank of electric light bulbs used as a charging resistance for the storage batteries. If the weather permitted, the door could be kept open. The entire cost of erecting this structure was 5 pounds sterling. The equivalent of \$25 at the time.

The Lake Champlain's wireless set consisted of a 10-inch spark coil, a straight "earthed" spark gap, a telegraph key, and two tuning coils, or oscillation transformers. Two sets of six-volt batteries were installed under the table. The receiving equipment consisted of two coherers (detectors) and a Morse "inker" which recorded the incoming signals on a paper tape, in the manner of a stock-market ticker. The transmitting key was a long-handled lever; the operator needed a good right arm and not a supple wrist, as is the case today.

When the S.S. Lake Champlain sailed from Liverpool on May 21, 1901, her wireless operator Stacey was kept busy with traffic sent to Holyhead and later to a station at Rosslare. But once out of range, there remained no work for him. There were no wireless stations in America and no wireless-equipped ships at sea.

He was kept busy answering questions asked by the 1,200 passengers and crewmen aboard, most of whom were frankly skeptical of Stacey's explanations, while to others the mystery of communication across space without wires passed the bounds of comprehension or belief.

When the ship arrived at Halifax, a swarm of newspapermen came aboard. Stacey was honored by a visit from the Canadian General Inspector of Telegraphs, who unlike the ship's passengers, was quick to see the possibilities of the new invention.

Said Karl Baarslag: "The return passage to England was as silent as the one to Canada. As the ship neared the Irish Coast, Stacey was greatly surprised to hear another ship equipped with wireless, the Cunarder S.S. Lucania, on her first radio-equipped voyage to America. A number of messages were exchanged, and the Lake Champlain received the latest news from England.

"Stacey made several more trips on her, and then the apparatus was removed and installed in another vessel. His palatial wireless cabin became a vegetable locker, which perhaps was more in keeping with its architectural pretensions."  
(\* SOS to the Rescue)

## THE WIRELESS MAN'S CODE

"Early wireless men, by staying at their keys as long as their equipment could be of help to their shipmates, had laid down the foundation of an inspiring rule of conduct for their fellow operators," said historian Karl Baarslag. "It must be remembered that the first wireless men were not seamen but land telegraphers afloat and ignorant of the ways and traditions of the sea. These poorly paid, obscure servants of a radio-company, most of them boys under twenty-one, without esprit de corps or precedent to bind or guide him, laid down in the hour of distress and disaster, the fine and inspiring tradition that a wireless man's duty to his ship, his master and his shipmates in time of peril end only with the destruction of his apparatus. As long as his efforts can be of the slightest use, his place is at his key, regardless of the conditions of the ship. When disaster silences his apparatus he may properly look out for himself. (See Page 18 please).

# I WALK THE WATERFRONT

(OR)

CRYSTAL DETECTOR PATENTS OF THE EARLY ERA

--BY--

HENRY W. DICKOW (D)\*

**I** walked the San Francisco waterfront from Pier 1 to Pier 50 almost daily, carrying with me a bottle of distilled water, a huge metal ring containing dozens of keys to open the doors of wireless cabins on ships, a hydrometer, and a test meter.

The distilled water was for replenishing the liquid in thirsty storage batteries used for the emergency transmitters on shipboard. The keys not only unlocked the doors of radio rooms, but also the holders which secured the crystals used in the detectors of the receiving sets. The hydrometer and meter were for battery-testing.

In the early days of wireless at sea, it was unlawful to infringe on the several patents which covered the detector and various components. Amateur operators were permitted to use any kind of detector or crystal without royalty payment to the inventor, but for commercial services the facts were otherwise. The price of a commercial detector ranged from \$40 to \$75 of which \$55 to \$65 went to the patent-holder and \$5 to the manufacturer for the cost of the device itself. To make certain that the patented detectors were not tampered with by the ship operators, the Marconi interest put them under lock and key. Replacements, when needed, could be made only by the shore inspector, who carried with him the keys to open the particular locks in question. These detectors utilized a crystal known as *Cerussite*.

Ship operators were strictly forbidden, under threat of dismissal, to use any detector or crystal other than the one originally supplied by the Marconi Company. Nevertheless, all operators took with them to sea an assorted lot of super-sensitive crystals of their own, and which they would substitute for the lesser-sensitive Marconi product as soon as a ship cleared the dock. In later years, these self-same operators took with them the newer and vastly-improved deforest vacuum tube as a replacement for the greatly inferior crystal detector. (All detectors were dubbed "a piece of coal".

Warnings issued by Marconi fell on deaf ears. Operators not only took their own detectors to sea, but other components as well... sometimes a complete receiver. The headphones supplied by Marconi were heavy and uncomfortable to wear. They were commonly known as cans, and remained on the hook in the wireless room while the operators wore headphones of their own. Among the better known varieties was a headset known as Brandes, with aluminum cases and light-weight, comfortable headband. Above all, they were extremely sensitive, unlike the Marconi counterpart. Price ranged from seven to ten dollars. We bought these "cans" from Ford King, Pac. Coast Agent for the Brandes Company. His name was legion among the pioneers. The same applied to Val. Leach and his "Leach Relay".

My duties as Marconi Inspector included a search of the wireless room for "bootleg apparatus". I was instructed to report my findings, if any, to Supt. Stevens. A seasoned offender myself while at sea, I consistently overlooked any infractions of unenforceable rules. Furthermore, the operators generally took their private equipment ashore with them upon arrival in port, and did not put it back into service until after the ship had sailed.

Each morning after reporting for duty I scanned the list of ship arrivals and departures from the pages of *THE GUIDE*, a daily newspaper devoted exclusively to maritime news. My boss then handed me a nickel, which would pay my street-car fare to the shop after completing my inspections of the ships in port. I was a familiar figure to the security guards at the piers; they recognized me by my jug of water and the brass ring with its many keys. One of the guards greeted me reg-

ularly with a "Hello, Saint Peter".

My inspection of a ship's wireless equipment included a call to the Marconi station *KPH* for a quick check on the strength and quality of the test signals. I would call *KPH* and identify myself by signing the letters *RI* for Radio Inspector, and followed by the letters *Hw*, or "how?" *KPH* would reply *FH*, fine business, if the signals were excellent, or *NG*, no good, if not. I would then adjust the transmitter and ask for further reports.

A U.S. Government Radio Inspector from the Custom House likewise checked the ships in port to make sure that the wireless transmitter was tuned to the prescribed wavelength. He would arrive aboard ship just prior to its scheduled hour of departure, thereby enabling him to meet the operators in person and examine their licenses to make sure that they were in order.

I was once called upon to board a ship and remove the wireless operator who allegedly held a fraudulent license. His name will remain anonymous because he subsequently became a personal friend. The unsavory task took me to Neigg's Wharf where a small lumber schooner was making ready to sail at the moment of my arrival. One of the hawsers had already been pulled aboard. I jumped to the deck and rushed to the bridge, where the captain regarded me with scorn. I ask him to wait until I first had time to check the wireless set.

In the wireless room I saw a young fellow overcome with fear, shaking like a leaf. I asked to see his license. It was issued at the Mare Island Navy Yard, near S. F. In the early days an applicant for license could present himself for examination either at the Custom House in San Francisco, or at Mare Island. Failing to pass the examination in S. F., he could proceed to Mare Island and try again. The technical questions asked at both places were the same. Once the nature of these questions was known, it would be relatively easy to pass a second test. And this is what happened in the case of the operator whom I was ordered to remove from the ship. The law requires that a person who failed to pass the examination may not again be allowed to undergo the test until thirty days had elapsed. In this particular instance, the operator waited only a few days and his license were therefore fraudulent.

(Continued on Page 15)

Henry W. Dickow - Deceased April 17 1971 in S. F. Calif



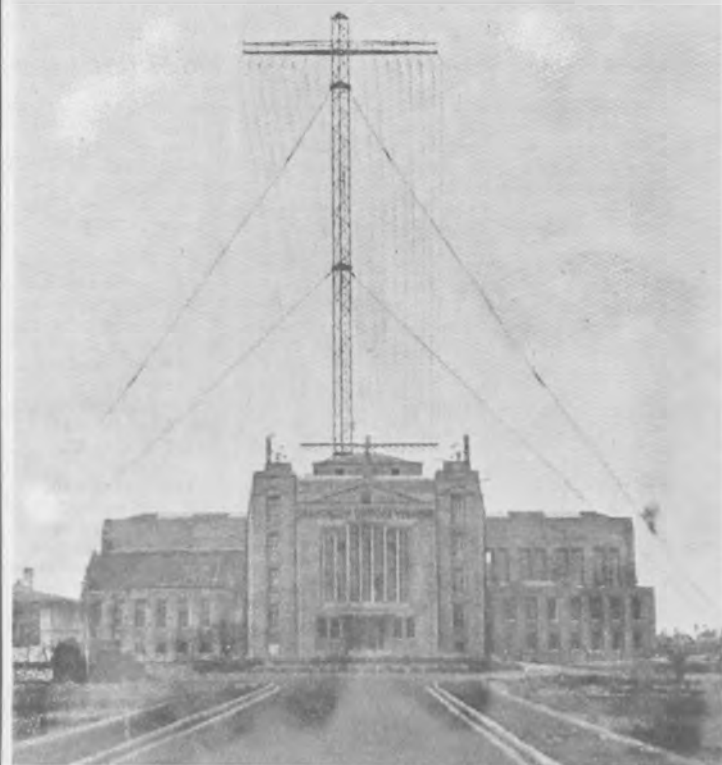
"I'D SAY IT SOUNDS LIKE A CODE IN THE CHEST."

## WIRELESS IN WORLD WAR - I

Previously, the German Admiral had been notified of every movement of the British fleet, but this time he was headed for destruction. Not knowing that Von Spee had intended to round the Horn, or knowing where he might be at any particular time, the British squadron under Admiral Sir Doveton Sturdee headed for the Falkland Islands to bunker Sturdee's force consisted of three of Britain's mighty battle-cruisers, *Invincible*, *Inflexible*, and *Princess Royal*, any one of which alone could outdistance and out shoot the Germans.

Von Spee's squadron consisted of the early *Scharnhorst* and *Gneisenau*, and the smaller *Emden*, *Dresden*, and *Nuremberg*. All five warships made for the wireless station at the Falklands, an error which cost Von Spee the loss of almost his entire force.

In his log-book, the wireless operator of the Falkland station wrote as follows: The Germans were well aware of the utility of the station, as a determined attempt was made to destroy it on Dec. 7. This day must have been especially set apart by the meteorological dicty in charge of Falkland Island weather, for contrary to our usual leaden skies and high wind, the day was perfect. There was scarcely a ripple on the sea and the sky was clear cut, both being helpful factors to our outposts in sighting the enemy and to our ships in the engagement which followed.



## NAUEN, GERMANY

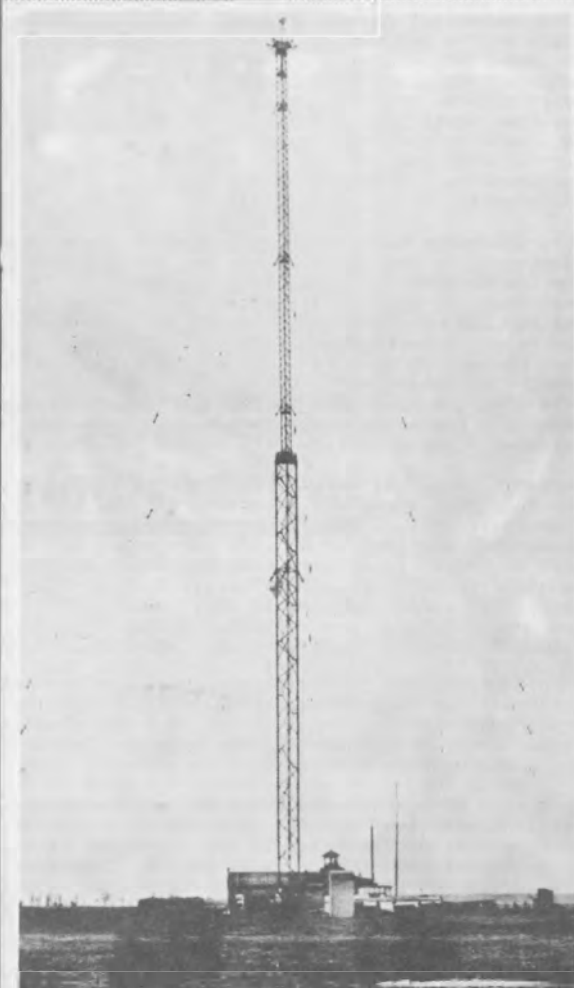
**W**ars and battles begin and end by wireless. A signal from the powerful German station POZ at Nauen, with the code words *A SON IS BORN*, was flashed around the world to inform German nationals everywhere that the Fatherland had declared a state of war. German merchant vessels at sea scurried for the nearest neutral ports where they were interned, while German warships, cleared their decks for action.

The German Asiatic Squadron under Count Von Spee attempted a bold dash for home around the tip of South America. En-route it fell upon a British fleet under command of Admiral Craddock at Coronel on the coast of Chile. The British squadron was annihilated, the first great naval defeat yet suffered by Albion.

Von Spee then decided to make his way around Cape Horn to Africa, but first he would detour to a place in the Falkland Islands where a British wireless station was part of a remote coaling point at a small oval base. It was Von Spee's intention to blast this wireless station out of commission, but the effort proved his own undoing.

The wireless operator in charge of the plant at the Falkland Islands has supplied a complete account of the incident as follows: The British, intent on avenging the destruction of Craddock's force at Coronel, had ordered a fleet of mighty battle-cruisers and their escorts to the Falklands. The ships would go into the docks for scraping, would be refueled and resupplied, and then go in search of Von Spee, no matter where he might be hiding.

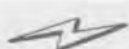
Before arriving at the Falklands, Von Spee had been informed of the British intentions through friends wireless stations in South America, but once out of range of these, he was on his own. He did not know that Winston Churchill had dispatched a vastly superior fleet of ships to pursue him, nor did German intelligence have any inkling of the plot. The German wireless station POZ was unable to tell Von Spee what might be in store for him, because it had no knowledge of what was in the offing. At a crucial hour in history for Germany, station POZ failed to fulfill its mission.



The Antenna Tower at P O Z, NAUEN, GERMANY, from where the signal, *A SON IS BORN*, was flashed to herald the outbreak of World War I.



# WW-1



# WIRELESS

At 7:30 A.M. smoke was sighted to the southward which materialized into two enemy cruisers, and later the smoke of three others was seen. The first two, the Greisenau and the Nuremberg, headed straight for the station until they were about four miles off, when they presented their broadsides to us and trained their guns on the power house. Their movements were clearly visible through glasses. Orders were given to abandon the station...not from the Germans but from our Governor.

The guard ship in harbor (Canopus) then let go two twelve inch shells at the foremost German cruiser, and considering that the enemy was not visible from the harbor, the shooting was admirable. The Greisenau was hit and started sinking.

Meanwhile the three large battle-cruisers were forcing steam and put out to sea before the Germans were lost to sight. We reoccupied the wireless station. Immediately I touched my key all the Germans likewise pressed their keys, and making indescribable noises by altering their spark frequencies rapidly. It has never been my lot to receive through such a jungle, and I trust it will never be again. For about two hours pandemonium reigned in the ether. After all orders had been given by wireless, the working ceased until the Germans tried to communicate with each other and our fleet returned the compliment by jamming them. The Germans disappeared in a southeasterly direction with our cruisers in pursuit.

At 3 P.M. Admiral Sturdee made a signal which would have warmed Nelson's heart, and one which would be recorded in the annals of the British Admiralty: "God Save The King". This signal was taken up and flung far and wide through space by each of the fleet in turn until it seemed as though it would never cease. I consider it a privilege to have been one of the few to hear the signal. Later the flagship sent this dispatch: "Scharnhorst and Gneisenau sunk. Where are the others?"

Immediately the news was received a wild cheer rang up from the small band gathered in the power house and we felt justified in drinking to the king.

Four of the five German ships were sent to the bottom with a loss of over 2,100 officers and men, including Admiral Von Spee and his two sons. The score was thereby balanced for the loss of Admiral Craddock at Coronel, where 1654 sea men went to their deaths. Not a single man from the Bri-



HISTORICAL WW-1 RECEIVING ROOM OF POZ.

ONE OF THE WORLD'S MOST POWERFUL STATIONS

tish squadron was saved. The only bit of flotsam ever recovered was a seaman's lanyard, picked up by a Chilean fisherman weeks later.

During the engagement with the British at the Falkland Islands, Admiral Von Spee sent this wireless message to the men in all his ships: "It is my wish and belief that you will conduct yourselves with gallantry equal to that of Admiral Craddock and his men off Coronel."

Thus, he who was about to die, saluted his opponents. And the little British wireless station in a dismal part of South America proved once more the value of wireless in time of war. -30-

## I WALK THE WATERFRONT - DICKOW

(From P-13)

He readily admitted his guilt; he pleaded with me to let him make just one trip on the ship so that he could earn a few dollars. He was in desperate financial straits. He assured me of his ability as a telegrapher, although his technical knowledge was scant.

I knew that he would lose his license and his job after his ship returned to San Francisco, so I told him to remain aboard. And it was mutually agreed that it was impossible for me to remove him because his ship had sailed before I reached the dock. On my return to the shop I reported to Stevens. "Got there a bit too late," I said, "the ship had already sailed." Stevens then asked me to call the Custom House and report the facts to the Federal Radio Inspector.

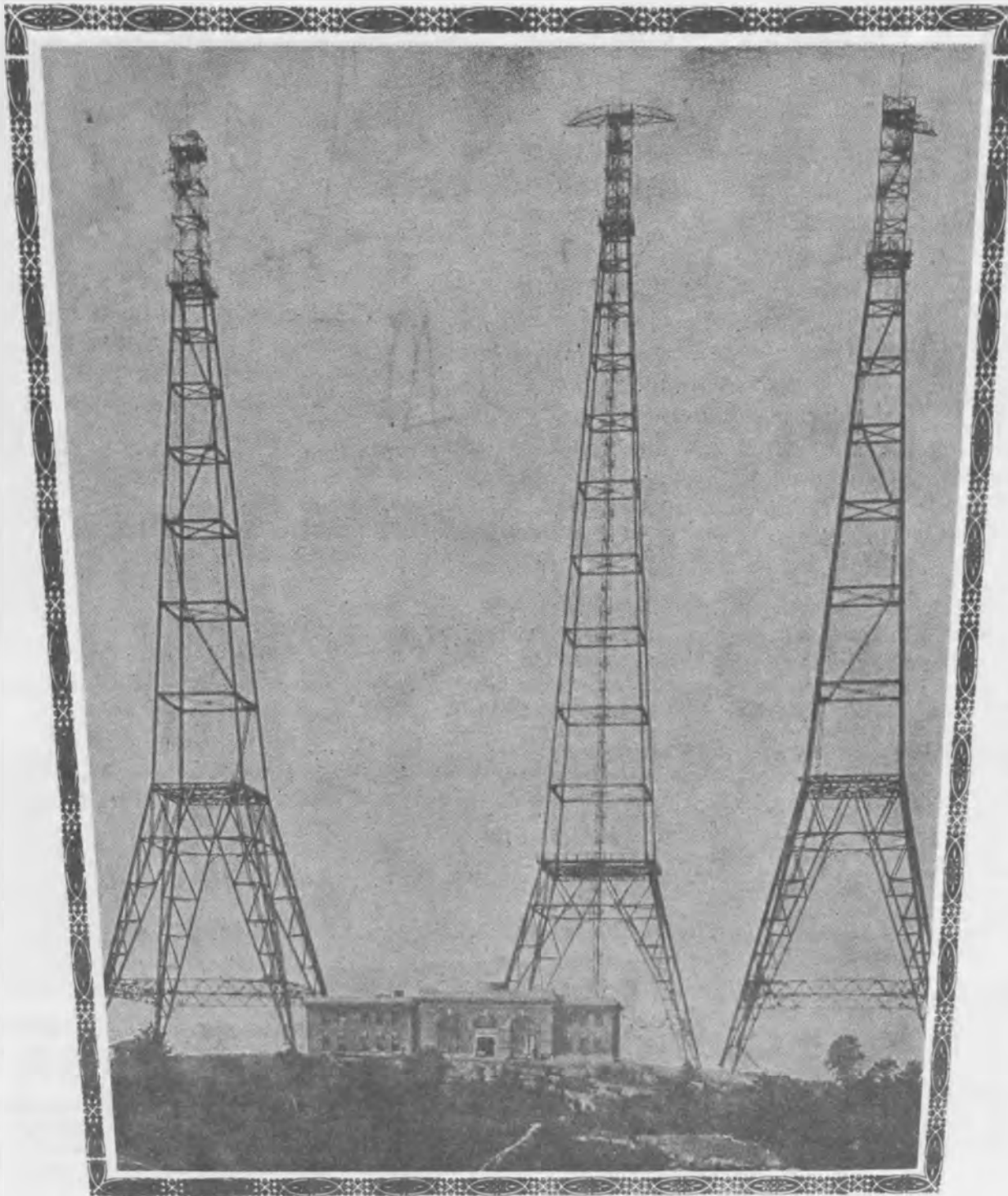
The operator with the fraudulent license was severely reprimanded by Malarin when the ship returned to San Francisco. He was duly fired; and told that he could never again seek employment with Marconi. By a strange quirk of fate, it was not necessary for him to ever again earn his living as a wireless operator. He became a secret agent for the Intelligence arm of the U.S. Government by reason of his comprehensive knowledge of several foreign languages. I met him in Honolulu more than a year later while he was enroute to a wartime assignment. "I owe my success to you," he told me, "and some day I will repay you."

My job as a Marconi Wireless Inspector was exciting if only for the reason that I was able for the first time to meet many operators I had known previously only through contacts over the air. Somehow I managed nicely on my \$60 monthly pay. A modest lunch could be had a few doors from Marconi shop at 20 cents. Pleasant days to remember. -30-



CORNER, TRANSMITTER ROOM, NAUVOO-"POZ" 1914

THE WIRELESS PIONEER



## Station 'NAA' Arlington, Va.

Site of the Arlington, Virginia, Station was selected Sept. 14 1910 per memo by S. S. Robinson, USN. Construction of two buildings and two 450 ft. towers for station to be called "ARLINGTON VIRGINIA" was begun in 1911. One building was designed to house transmitter quarters and provide offices of the Naval Radio Service. The other building was to provide operating space and quarters for the crew. Original design called for three 600 ft. towers but lack of funds limited the construction to two lower towers. Contract stipulated completion by Mar. 30 1912 but a steel strike delayed completion until Dec. The main flattop antenna, triangular in shape, consisted of two sections 355 ft. in length and one of 240 feet. The shorter section contained the "down-lead" at its center. The natural period of this antenna system was about 137KC

A Fessenden 100-KW synchronous rotary spark transmitter and a 35-KW Federal arc transmitter were installed prior to the end of 1912. On the 13th of February 1913 the Navy's first high-power transmitter "NAA" was placed in operation.

Acceptance tests were conducted by George Clark aboard the U.S.S. SALEM on a cruise to Gibraltar with daily tests recorded. The test was primarily to check the Fessenden spark against the Federal arc. The arc won as the Fessenden equipment failed to maintain communications to 3000 miles, part of the requirements. The set was retained however after negotiations with Fessenden. As a result of the test, the Navy ordered its first 100 KW Arc. unit. The Arlington Radio remained in operation for 43 years - decommissioned in July 1956.

\*\*\*\*\*

Important "high-light" in history of NAA at Arlington occurred at 1245 April 6 1917 when the signal... "CEASE ALL RADIO WORK" was sent, informing the world of the entry of the United States into World War One.

# The Origin of "SOS"



The signal CQD was adopted because the British operators came mostly from the telegraph and railroad offices, or from the British Post Office Department, and had deserted their keys to seek employment at sea in the fascinating new field of wireless. They brought along with them not only their Morse code but also many of their telegraphic abbreviations and signals. One was the general call CQ, which had been used to attract attention to all operators along a wire. It preceded the time signal in the morning at 10 o'clock and also all notices of general importance. CQ went to sea and became a general call to all ships.

It was soon found that CQ at sea did not express the urgency so essential when disaster strikes, because its characteristics were not attention-compelling. The letter D was added, perhaps to signify "Danger" and the result was CQD "General Call Danger" or Distress.

FROM MSS. OF HENRY W. DICKOW

**T**he first wireless distress signal was "HELP"—sent when the steamer R.F. MATHESON ran into the East Goodwin lightship. A wireless dispatch to the East Foreland lighthouse brought lifeboats to the scene of the disaster, and all on board were rescued. The date was March 3 1899. Then, on December 10 1905, the first use of a distress call by an American vessel was made by the Relief Ship No. 58 on station at Nantucket Shoals.

The radio staff on board the lightship was composed of three naval electricians, Chief Electrician Burbank, 2nd Class Electrician C. J. Blankenship, and 2nd Class Electrician William E. Snyder. Snyder says that he broadcast the word... "HELP" in both American Morse and International Code, since no distress call existed at that time. He added: "Nantucket Shoals Lightship in distress, send aid from anywhere."

This call for help brought the lighthouse tender AZALEA to the scene of the disaster in a roaring gale. Both small vessels were tossed around like canoes during the maneuvers incident to shooting a line to the sinking lightship. The crew was rescued, and ten minutes later the lightship sank. Wireless chalked up its first American victory at sea.\*

The need of an international distress signal was first envisioned by the Italians at a conference held in Berlin in 1905. They suggested the letters SSSDDD. No action was taken, and the matter found its way on the agenda for a formal conference to be held in Berlin in 1906. The 1905 conference did, however, insert in its final protocol that... "Wireless telegraph stations must, unless there is a material impossibility give priority to calls for help which come to them from ships".

In 1904 the Marconi Wireless Telegraph Company took it upon itself to fill the need for a distress call, by instructing all its operators, on and after Feb. 1, 1904 to use the signal CQD when any ship is in distress or in need of aid. It was further ordered that this signal must be sent only with the approval of the captain, and... "any mis-use of the call will result in the instant dismissal of the person improperly using it."

(\*) Source - SOS To the Rescue, Karl H.W. Bearslag (175-P) Published by Oxford University Press - 1955.

The 1904 ruling by British Marconi that the new signal CQD be used in all ships fitted with its apparatus was opposed by the Germans, who complained that it fell short of a compelling, easily-recognized call which would stand out head and shoulders above anything else sent into the ether. The Germans had been using SOE in the place of CQD, adding greatly to the confusion. The Americans suggested the letters MC, already a part of the International Signal Code for visual signalling, and which was interpreted as "Call for help without delay, in distress." Although found unsuited, the same signals is still in use today when flags are displayed or wig-wag resorted to, (\*).

It was not until 1908 that SOS was first sent into the ether, while the old CQD was not easily forgotten. The British, who originated it, were loath to give it up, Jack Binns used CQD in 1909 when the SS REPUBLIC was rammed by the SS FLORIDA, and Jack Phillips used both CQD and SOS when the TITANIC went down in 1912.

The first American vessel to send an SOS was the 3500-ton freighter-passenger SS ARAPAHOE of the Clyde Line. The signal was sent on Aug. 11 1909 by Theodore D. Haubner, a 19-year-old operator. The SS ARAPAHOE, carrying 150 passengers, snapped its propeller shaft in a heavy gale off Cape Hatteras while bound from New York to Charleston, and she drifted helplessly toward Diamond Shoals.

Haubner had been notified that SOS would be substituted for CQD only one day previously, and his instructions were to the effect that the transition would be permanent. His distress call brought the SS IRIGUOIS to the rescue, and the SS ARAPAHOE was towed safely to port. Then, by one of the quirks of history, this same SOS signal was on a later occasion sent out by the IRIGUOIS and to her assistance came the ARAPAHOE.

The earphones used by Haubner are now in the radio apparatus exhibit of the Ford Museum, Mission Institute, in Dearborn, Michigan. Haubner died in his home at Montclair, N.J., on March 8 1963 at age 72.

Although the first SOS was sent in 1909, it was not until 1912 that it came into general use. The distress call is not in fact SOS but rather, an unbroken series of three dots, three dashes, three dots without pause, thus:

• • • — — — • • •

(Turn to Page 18 please)



## CQD TO SOS

TALES OF THE WIRELESS  
PIONEERS -- Henry Dickow

Its characteristics, especially when repeated several times, are such as to be readily distinguishable and quickly recognizable by the listener.

In the Continental Code, the letter S is made up of three dots, the letter O of three dashes. If the dots are separated from the dashes without a space between, the resulting combination would read SOS. But the signal is not transmitted in this manner, nor was it intended to be. It is an unbroken, rhythmic "swing" or roll of a combination of dots and dashes which commands immediate attention when heard, for it is unlike anything else ordinarily intercepted.

The distress signal is neither an abbreviation or a contraction. It does not signify Save our Ship, or Save Our Souls. The signal SOS was made mandatory on May 25 1912. Immediately following the sinking of the Titanic, by the Berlin International Radiotelegraph Convention. The United States became signatory to the Convention on August 28 1912, when the President of the United States decreed that "every article and clause thereof... be observed and fulfilled with good faith by the United States and the citizens thereof."

The new Rule read as follows: "Ships in distress shall make the following signal:

••• — — — •••

repeated at brief intervals."

The Rule did not refer to the signal as SOS, but, as was stated earlier, three dots three dashes three dots.

Additionally it was stated: "As soon as a station receives the signal of distress it shall cease all correspondence and not resume it until after it has been made sure that the correspondence to which the call for assistance has given rise is terminated."

"In case the ship in distress adds to the end of the series of her calls the call letters of a particular station the answer to the call should be incumbent on that station alone. If the call for assistance does not specify any particular station, every station receiving such calls shall be bound to answer it." (50)

## WIRELESS-MAN'S "CODE"

(Concluded from Page-12).

In various disasters of the past, operators have ignored their captain's orders to abandon ship and have continued transmitting so that ships could take bearings and home on them. By so doing, several have lost their lives. To stay on, when his services are not needed, provided he can be of no more assistance, is merely foolhardy histrionics. However, the operator himself can best determine the critical point at which he can leave his apparatus. Wireless Operators have proven themselves a courageous group. There is a heritage of valor. Nautical history is replete with occasions where "sparks" stuck with his key so his shipmates might have a better chance of survival. -30-

## TRANSITION. . . WIRELESS TO RADIO

Recorded history does not document the date when the designation radio superseded wireless, yet the expression appeared in scientific literature as early as 1891. It is generally agreed that the transition followed the enactment of Public Law No. 262, introduced before the U.S. Senate and House of Representatives in Congress assembled, under the title S-7021, June 1910, which read as follows: "An act to require apparatus and operators for radio communications on certain ocean steamships."

It was not until 1912, however, that the U.S. Navy issued a directive that the expression radio would replace wireless thereafter. Immediately after the enactment of Public Law 262, in 1910, the word radio appeared as part of a newly-organized company, The Radio Telephone Company, of 66 Broad Street, New York. This company had a chain of 15 stations under construction or in operation. All call-letters beginning with the letter "X". Its main station in NY was XAS.



KENNETH E. UPTON, Society Member 512-P sent us the above illustration worked up by John Floherty, Jr. for his account of the rescue on the British ship, S.S. Antioe while on the S.S. President Roosevelt in 1926 in one of the wildest storms of the century that lashed the North Atlantic. Radio compass bearing by Chief Operator Upton and wireless transmissions by radio officer A.K. Evans brought the ships together and then under heroic circumstances, seamen from the S.S. Pres. Roosevelt under Captain Fried's direction, rescued the entire crew of the Antioe - one of the sagas of all time great rescues. See Upton's story next.

# NORTH ATLANTIC

## STIRRING DRAMA OF WIRELESS

### S O S DE GKJY

## ON AN ANGRY WINDSWEPT OCEAN

This is a story by one of the Society's well-known "Pioneer" members (312-P) of the battle between great odds - with a dedication to duty and his fellow-men that is rarely surpassed. A stirring "eye-witness" account of one of the great epics of the North Atlantic.

This was typed over 45 years ago while the details and recollection were still vivid. We thank member, Kenneth E. "Ken" Upton for this priceless document.

The story has been retold and published in an exciting manner by Member Karl H. W. Baarslag in his book... "SOS TO THE RESCUE" whom we thank for the picture of the S. S. Antinoe shown at bottom of page. Regrettably his book is no longer available and many of our members have not read about this gripping saga of the Western Ocean. Ye Ed.

**E**verybody has read of the many disasters that occur on the North Atlantic during the months of January and February. Of all these, none created greater public interest than the results of the British freighter, Antinoe's crew by the S.S. President Roosevelt of the United States Lines.

Many reports and descriptions have appeared in practically every paper throughout the civilized world. Some of these were fairly accurate, while others were the mere guess work of clever writers. Being an eye witness to practically every move that took place from beginning to end I shall give you my own account of all that happened in as few words as possible.

Little did any of us imagine, as we backed out of our pier at noon, Jan. 20 1926 and slipped down the bay through a light mist, we were beginning the most exciting and thrilling trip any of us had ever experienced on the high seas.

For two days we ran before a moderate, Westerly wind. Saturday morning this increased to a gale with the seas running higher hourly. Everything movable was lashed securely in place and life lines stretched on deck for the safety of passengers and crew.

As the violence of the wind increased, my assistants and I were kept for greater periods of time on 600 meters, the regular ship wave length, exchanging positions and weather reports with ships near and far.

Everyone reported "winds increasing", "seas mountainous and the barometer kept falling steadily. All day Saturday it continued and the first reports of damage done to other ships started snapping through the air. These were all far ahead of us, consequently we could be of little assistance. A good lookout for distress calls was maintained constantly - however nothing was heard till I relieved the watch at 4 A.M. Sunday the 24th.

Finding the receiver turned to 2200 meters and signals from the beach coming in loud I started the Arc and exchanged QRA with W5H and WCC, 1700 miles distant. I then returned to 600 meters and I immediately heard a ship apparently in our vicinity sending his call letter slowly and repeatedly. This is the method used for obtaining radio bearings. There are no compass stations in mid-Atlantic so the possible significance of this procedure prompted me to start the motor of the spark set and await developments. A moment later my action was justified. The Aquitania came on the air saying "Bearing O.K. Please StandBy." Upon my request to the Aquitania for details she informed me the SS ANTINOE (GKJY) was in distress and had ask for assistance.

Calling the Antinoe and getting her position I too, requested a one minute test to locate her bearing my means of the radio compass (Continued on Page - 20)



Photo by Acme Newspictures, Inc.

BRITISH STEAMER ANTINOE "GKJY" JUST BEFORE SHE SANK



## Upton: Atlantic's Fury

(Continued from Page - 19)

or direction finder. With the bearing obtained and such data as given me, I called the Captain and reported the entire matter. He at once ordered the course changed and advised the Antiope of our action. We proceeded through the mountainous seas on forced draught, rolling from twenty to thirty degrees, yet making nearly 19 knots. When positions were exchanged with the Aquitania, it was found we were considerably closer than she to the disabled vessel. Her Captain sent a message wishing us the best of luck and continued on her course bucking the high seas against which she was making bare headway.

All other radio communications were of necessity suspended, the many stations usually so busy were listening for further details. For awhile it seemed as though we could never reach the stricken vessel before the waves closed over her. The sea was swiftly battering her to a mass of twisted steel and iron. She reported her hatches were being stove in as fast as they could be repaired. Her life boats were being broken to bits and the steering gear out of order. Radio bearings were taken at fifteen minute intervals and the big ship guided unerringly towards the Antiope.

At 8 A.M. when relieved by Mr. Smith, Second Operator, I was able to go on the bridge where the compass is located while he handled communications. At just eight minutes past twelve the last bearing put her almost dead ahead. Two minutes later the lookout cried "There she is 2 degrees on the starboard bow." We had contemplated reaching her at 7:30 A.M. She had drifted nearly one hundred miles from the position given us. Without the aid of the radio compass, it would have been an utter impossibility to have found her.

When we came alongside we could plainly see the damage caused by the sea. She appeared sinking, yet those brave Brits comprising her crew did not yet wish to abandon their ship while a possibility of effecting repairs remained. Mr. A.K. Evans, her radio man, kept by his instrument constantly. Many times it was necessary for him to leave the wireless cabin, located in the boat deck and go on the bridge for orders and information. He did this at great personal danger, being in peril of getting caught by a green one and washed overboard.

At four P.M. the last radio communication with the Antiope took place. A tremendous sea threw one of the wrecked lifeboats against the radio shack, tearing a hole through which the sea poured, ruining the apparatus beyond repair.

At 9 P.M. that same evening we lost her in a dense snow squall and it was not till the next afternoon that she was relocated. This time by the most skillful navigation I have ever witnessed. At 3 P.M. Mr. Erickson our Second Officer, caught a fleeting glimpse of the sun for which he had been waiting hours, and establishing our true position, he next figured the direction and drift of the Antiope and the spot she should be at that moment. Our course was changed accordingly and forty minutes later she was again in sight. By this time the men on board the Antiope had given up hope of saving their vessel and were flying signals indicating their desire to abandon ship but not having the means to do so.

Manoeuvring to a favorable position on her weather side volunteers were called to man a life boat, this in charge of the Chief Officer no sooner struck the water when it was caught by a high sea tipping it to such an angle its occupants were precipitated into the icy water. They were all fortunate enough to clamber back into it and getting clear of the ship's side it was caught on the crest of a high wave and shot with the speed of an arrow about one hundred and fifty feet away in much the same way as a surf board. Its unmanageability was exceedingly apparent, it was whirled and tossed about like a chip in a whirlpool. They put back and nearing the ship, another sea threw it forward smashing it against the side and again spilling the men into the ocean. Lines and life-rings were thrown to them and all but two brought aboard safely. One of the men lost, Uno Wirtanesu, saved three of his companions before he drifted away hanging onto the side of the life boat. The other, Ernest Heitman, drifted in another direction, the lines slipped through his fingers, owing to the oil used to subdue the seas.

Picture, if you can, the excitement and helplessness of us on board as our two shipmates drifted off into the snow squall and approaching darkness. The ship was brought about and the storm tossed waters searched minutely, yet we never saw either of them again. Our powerful searchlight was used to no avail. Later the lifeboat was found but our man had let go as he drifted by the other ship and tried to grasp a line thrown to him by her crew. He appeared too weak to do so and was carried away into the darkness.

Morning dawned with the storm still raging, accompanied by snow and sleet squalls of hurricane force. Late Tuesday evening another lifeboat was floated past the Antiope, the men aboard made a desperate but unavailing effort to get it.

Our only means of communication since her radio went out of commission was by means of a blinker light. This meant in addition to our regular watches below we stood for long hours on the open wind swept bridge trying to pierce the darkness and snow to read the dots and dashes flashed to us across the stormy space of water separating the two ships.

At midnight she slowly blinked out a message saying "We are sinking rapidly." We immediately started getting another boat ready to launch but owing to an increase in wind and sea it was deemed unpractical and would but result in further sacrifice of human life. We cruised about the wreck all night playing the searchlight on her crew who stood plainly revealed in its glare huddled on her after deck, at times shouts were carried to us.

Captain Fried and Mr. Erickson manoeuvred our ship like an automobile, relying on our tremendous power to avoid a collision which would result in disaster to us both. Oil was pumped overboard to quiet the sea. The Antiope's Captain when rescued said this possibly saved them from sinking many times.

Wednesday morning revealed the Antiope still afloat but listing heavily to starboard and heavy seas sweeping across her decks. Throughout the day efforts to get a line aboard her by every means known was tried. After sixteen tries with the Lyle Gun, one finally fell across her deck. This broke before it could be used.

(Concluded on Page 22 Please )



VISITORS TO THE WIRELESS SHACK WERE IN FOR REAL "ENTERTAINMENT" HALF A CENTURY AGO !

## The Wireless Men

"Of all slang words from tongue or pen,

the strangest are those of the wireless men"

TALES OF THE WIRELESS  
PIONEERS -- Henry Dickow

Shortly after the 'turn of the century' the world started to meet a strange breed of people - the wireless men . . . engineers, technicians, telegraphers and telephone operators, inventors, teachers, scientists, construction workers, and many more.

They spoke a language all their own - a strange jargon, a lexicon that calls a pencil a stick, a typewriter a mill, a telegraph key a pump, while the headphones draped over their ears are called the cans.

Aboard ship, the old open-core power transformer in their huge wooden boxes were called coffins, while the rectifiers were the slop jars. The commercial telegrapher ashore or afloat who had lost his knack or style for sending was said to have developed a glass arm.

The nomad who journeyed from town to town on land-lines or ship to ship were called hoomers for they boomed their way from job to job. His automatic telegraph key, the Vibroplex, was called a bug, and with it he could telegraph at speeds up to sixty words per minute, and sometimes more.

The wireless amateur in those days called his power transformer a pig. His quartz crystal for controlling frequency of his equipment is known as a rock. His tuning coil is a bird cage, and his vertical antenna a spike.

Strangest of all the expressions he uses is the abbreviation OM, indicating Old Man. No matter his true age, even in his 'teens' he becomes an 'old man' the

day he puts his wireless signal on the air. Many of these so-called old men have only recently graduated into long trousers.

### YESTERDAY AND TODAY

The pioneers of the early decades had little to learn. Almost anyone with a pair of pliers, a screwdriver, and a hammer could build a wireless set.

Marconi began with an induction coil, or spark-coil, and a pair of metal balls between which a spark would be made to flash each time he depressed his telegraph key. He connected an aerial wire to one of these spark balls, and a ground to the other. This was the first wireless transmitter; and the only additional accessories required were the batteries to supply current for the spark coil.

Any amateur, anywhere in the world, could duplicate Marconi's original wireless transmitter for only a few dollars. The spark coil could be found at home or purchased ready-built from an automotive supply store or wireless supply house. Marconi's first receiver was as simple as his transmitter, perhaps even more so. A glass tube with two electrodes between which loosely-packed metal filings were placed was his first detector. It was called a coherer, because the filings would cohere together, or stick together, when a discharge from a nearby spark-coil was sent into the ether. Once cohered, these filings then acted as a solid metallic mass, like a switch, to close a circuit and ring a bell, or activate a telegraph sounder, or relay.

To one end of this coherer, Marconi connected an aerial, and to the other end a ground. The utter simplicity of this embryonic apparatus caused many to follow in Marconi's footsteps. Soon the nations of the world were infringing on his patents. The Germans came first, with a system not unlike Marconi's, called Slaby-Arco, and used by the German and Russian Navies.

Quickly the news of Marconi's success spread through America, in the pages of technical journals. (Next Pg)

## The Wireless Men



Continued from Page 21).

and the urge to get into wireless was prevalent in the minds of thousands of youths from one end of the world to the other. New inventors came in an unending stream. There was so little that Marconi initially used, even for transmission across the Atlantic, that innovations and improvements came rapidly from widely divergent sources. These were the days when an engineer or scientist could stay abreast of the new art by merely keeping himself informed of the most rudimentary and simple improvements made.

The early wireless men of the U.S. Navy were not even rated in their rightful category; they were classified as Electricians (R), the (R) standing for "radio". But times have changed, and with it has come the new crop of scientists and engineers and physicists who specialize only in a small segment of the art. Today it is possible to master only an insignificant part of this ever-growing field of wireless, radio, and electronics. There are not enough hours in the course of a day, or even a lifetime, to allow one to master the entire field.

### THE MARINE OPERATOR - OLD AND NEW

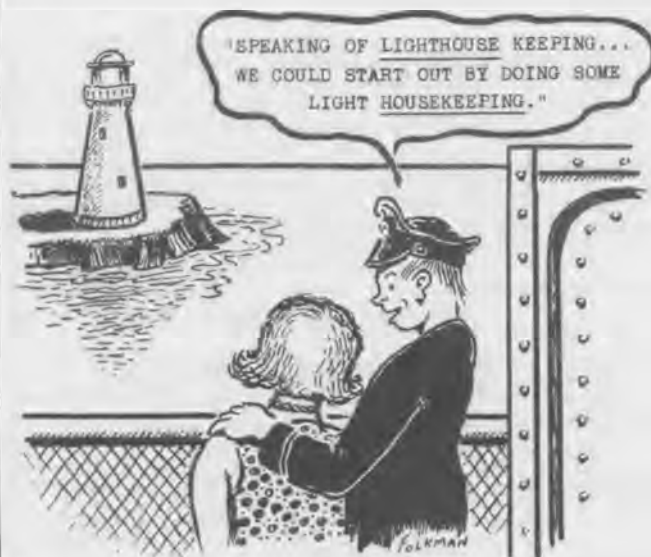
Yesterday's operator on shipboard had scant technical knowledge, for there was little to be known. His prime attribute was his mastery of the code - 20 words per minute, both sending and receiving, to qualify for a First Class U.S. License.

Today's maritime operator is a seasoned engineer in more respects than one. He must be able to repair his equipment in the event of failure, replace broken or damaged parts in emergencies, operate and maintain the radar and direction-finder equipment, and service the radiotelephone apparatus aboard.

The shipboard operator, once called "Sparks" by his shipmates, has at long last attained the status and complete recognition of a ship's officer, the Chief Operator ranking with deck and engine room officers. His former salary of \$25 to \$40 per month, has progressively increased to where he can sometimes earn as much as \$2500 per month in areas designated as "war zones".

Some of these highly-skilled wireless men of today were the wireless youth's of long ago, recalled to the seas in time of war when an alarming shortage of trained men materialized

- 50 -



### RADIO ROOM BULLETIN BOARD

2 years ago I  
couldn't even spell  
"Chief Operator" -  
and now I are one!

FOLKMAN

## SOWP FINANCIAL STATEMENT 1971

Summary of Receipt and Expenditures for Year - 1971  
Furnished by Mr. Lorrin G. De Merritt - Treasurer.

RECEIPTS: Initiation fees, dues, emblems etc.  
during calendar year 1971...

EXPENDITURES (as itemized) 1971	5741.43	550965
A. Printing (Gen.)	889.12	251.80
B. Postage & Mailing	709.56	
C. Publication costs	1955.86	
D. Office Supplies	312.82	
E. Technical & Reference	112.21	
F. Shipping & Drayage	25.08	
G. Bank charges/fees.	4.61	
H. Meeting Expenses	220.56	
K. Salaries & wages	None	
L. Misc. Adm. Expenses	152.60	
M. Misc. not covered	52.50	
N. Transfer of funds(*)	5.00	
P. Equipment	183.50	
Q. Emblem & pins (**)	641.90	
R. Member Stationery/Labels	31.20	
S. Certificates/Awards	110.24	
T. Remembrance cards etc.(#)	2.50	
V. P.R. & Promotional	67.20	
W. Chapter Expenses paid	35.37	
X. Rent	None	

ON HAND DEC. 31 1970 884.92  
ON HAND DEC. 31, 1971 1116.72

- (\*) Relayed to chapter as donation by member  
(\*\*) Expense of pins fully underwritten by individual members purchasing.  
(#) Many cards of condolence, get well etc. earlier entered in item (M).

Notation: Balance on hand at end 1971 is earmarked for publication and distribution of the Society's Newsletter. It is estimated that call for dues being enclosed with this newsletter will pay for 1972 PORTS O' CALL which we hope to have out by early summer.

### Antioe - Upton

Later that evening during an abatement of the storm the fifth lifeboat was launched with a crew and proceeded alongside the wreck taking off twelve men of her crew. The others were too weak from loss of sleep and food to jump into the sea and remained behind. The boat with rescuers and rescued came back amid shouts and applause of passengers and crew.

Further moderation of the storm seemed possible and it was decided to wait awhile longer before taking off the remaining men. (Concluded on Page 24)



# RECORD RUN OF THE USS. OMAHA

Reprinted from Pacific Marine Review, circa 1924

**T**HE story of the record-breaking voyage of the U. S. S. Omaha from Honolulu to San Francisco has been told in the newspapers, but not with the greatest accuracy; and some interesting and important details were omitted. It is not worth while, therefore, to retell the story of the voyage, including data not heretofore published and giving at some length phases of the voyage that are of particular interest to shipbuilders and architects and engineers.

As is well known, the Omaha was the first of ten fast scout cruisers of the United States Navy. She was built by the Todd Drydock & Construction Corporation, Tacoma, Washington, which also built or is building the sister vessels Milwaukee and Cincinnati. The principal interest in the vessel centers about her propelling machinery, which consists of Westinghouse-Parsons turbines with reduction gear (6.8 to 1) developing 90,000 shaft horsepower (estimated) on four propellers, steam supplied by twelve modified Yarrow express type watertube boilers. Inasmuch as the Omaha is only of 7500 tons' displacement (normal) and has a mean draft of only 14 feet 3 inches, extraordinary speed was to be expected.

Her estimated speed is 33.7 knots an hour. The original estimate, made when her designed displacement was put at 7000 tons, was 35 knots. It seems, however, that she will make or surpass 35 with ease; but that story will not be delayed in the telling, as she has her final acceptance runs August 10. There will be surprise in well-informed quarters if she does not turn up 35.5.

When the Omaha arrived at Honolulu from San Pedro April 24, after a voyage of about 4 days and 17 hours at an average of 20 knots or so, her officers were advised that the Honolulu-San Francisco record was held by the Great Northern, now the H. F. Alexander of the Admiral Line, which made the run from Diamond Head to the San Francisco light ship in December, 1915, in 3 days, 18 hours and 31 minutes. The responsive gleam in the eyes of the officers left no doubt that the Great Northern's record was as good as broken. Prior, however, to smashing the Honolulu-San Francisco record, the Omaha took a whirl at the Honolulu-Hilo record, also held by the Great Northern, which made the 192 miles in 8 hours and 32 minutes

in December, 1915. This mark the Omaha broke by 20 minutes on one voyage; and on her return made the run in 8 hours flat, harbor to harbor entrance.

This fairly set her on her way. At 8 o'clock in the morning of May 8 she sailed from Pearl Harbor for San Francisco. Forty-five minutes later she was off Honolulu. Then began what ranks as the fastest ocean voyage of all history. (There are rumors of faster voyages made during the war, but the authenticity of the stories is at least doubtful.)

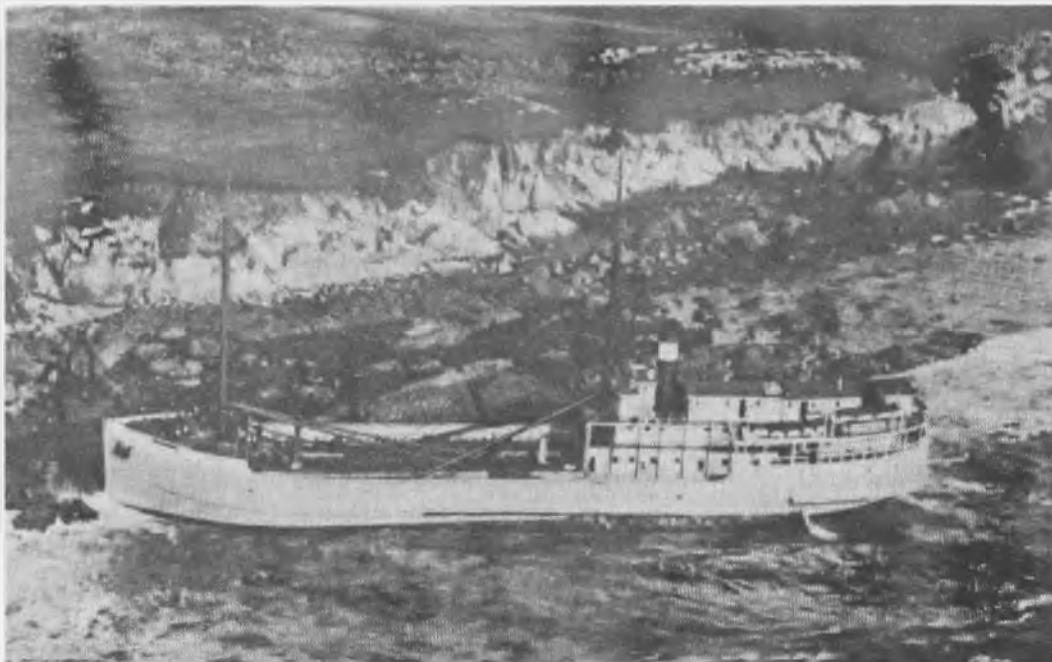
On May 8, at 7 hours, 27 minutes, 35 seconds, Greenwich mean time, Diamond Head was abeam. On May 11, at 11 hours, 8 minutes, 15 seconds, Greenwich mean time, the San Francisco light vessel was abeam. The total elapsed time of the run had been 3 days, 3 hours, 40 minutes and 40 seconds, at an average speed for the 2101-mile voyage of 27.76. The highest speed attained was 29 knots an hour, made during the last few hours of the voyage.

From 12 noon, May 10, to 12 noon, May 11, chronometer time, the Omaha made 680 nautical miles, or 776 statute miles, at an average speed of 28.33 knots. On this day she broke the old single-day record of the Mauretania, 676 miles, by 4 miles; but due to the fact that the Mauretania had a 25-hour day on her voyage, observed noon to noon, and the Omaha only a 24-hour day by chronometer, the Mauretania's average was 27.04 as against the Omaha's 28.33. The Leviathan's recent 75-mile run at 28.04 also fades in comparison with the Omaha's average for a whole day.

The remarkable part of the voyage has not, however, been told. It is that the Omaha made the entire voyage on six boilers, half her power. The six idle boilers probably would have added 5 knots, and given her an average of almost 33 knots for the voyage, inasmuch as the power needed doubles with each 5 knots in excess of 25. That is, the cruiser can make 25 knots on three boilers, 30 on six, and about 35 on twelve.

The average steam pressure maintained was about 260 pounds. For the first 24 hours the weather was described as "rather choppy"; thereafter it was good.

This, briefly, is the story of the fastest ocean voyage of history. It may be equaled, it may be surpassed, but the Omaha or one of her nine sisters will turn the trick, if it is turned.



Wreck of *Klamath* at Del Mar Landing.

CHARLES R. MC CORMICK COLLECTION

## The Wreck of the KLAMATH

**O**n the afternoon of February 4, 1921, the Steam schooner *Klamath* of the McCormack Steamship and Lumber Co., put to sea, through the Golden Gate on a voyage to Portland, Oregon. Her chief wireless operator was Bernard W. "Barney" La Petra and his Assistant was Ernest F. "Ernie" Wilmshurst - both life members of the Society of Wireless Pioneers.

With a complement of thirty-four in her crew and a passenger list of nineteen, the *Klamath* passed Point Reyes shortly before 6 p.m. and headed into what proved later to be the worst gale ever to strike the Pacific Coast. Gale force winds of 110 miles per hour, accompanied by rain and hail, lashed the sea into a fury, playing havoc with shipping up and down the coast.

In ballast, the *Klamath*, in command of Captain Thomas Jamieson plunged and rolled, fighting its way slowly up the Coast in the face of tremendous odds. Soon she was driven off course and struck a reef. Immediately the tail shaft and propeller were rendered useless. According to the captain's calculations, the ship was about twenty miles south of Point Arena. He ordered Barney to send out the distress call from "WSX" while the crew and passengers were mustered to the decks.

The SOS call brought many responses. Station KPH at San Francisco answered immediately. The Passenger steamer *Curacos* (WGK) bound for Portland and just a few miles ahead of the *Klamath*, radioed that she would alter course and come to the assistance of the *Klamath*.

(Continued upper right please)

A sister-ship, *City of Everett* (KTQ), under the command of Captain John Foidat, advised that he would seek out the *Klamath*. The Coast Guard Station at Point Arena also responded: they would attempt to launch surf boats. The effort was abandoned in the rough seas.

All attempts by the *Klamath* to launch her own boats were futile. The waves were forty feet high and washed completely over the stranded vessel, rolling her over on her side with each broadside.

One of the sailors of the *Klamath*, Charles Svensen, bravely volunteered to leap into the sea with hundreds of feet of small rope tied around his waist. He would try to make it to the shore. Miraculously, he was successful. With the aid of the small line, he pulled a much heavier one ashore, and made it fast to a large rock. Over this line a breeches-buoy was rigged. One by one, trip after trip, the passengers were taken safely ashore. A problem of rescuing an eighteen months old baby was solved by the ingenuity of a seaman who tied a container similar to a garbage can to his back. The baby, little Phil, Buckley, was placed into this can, surrounded by blankets, and the top tightly pressed down. During the trip, numerous waves washed against the ship, causing it to roll violently with consequent sagging of the breeches buoy line, almost drowning the sailor and his precious cargo. But the Hand of Providence saw to it that the baby made the journey over the line to reach the safety of the shore.

(Turn to Page 25 please)

### THE ANTIOE - UPTON, CONCLUDES

of the *Antioe's* crew. At midnight however, a weather report from Cape Race predicted coming gales and the sixth and last boat went over the side. This was successful and an hour later the entire crew were aboard safe and happy, even if wet and exhausted.

During all the time we stood by, a peculiar occurrence was noted. Each time we were in the immediate vicinity of the disabled vessel, a squall was sure to strike us, seeming as if even the elements were against us. For the first three days we thought her crew were negroes, they were so covered with grime and grease and it was

not until they were actually aboard we were sure they were white men.

Captain Tose of the *Antioe* when brought aboard insisted on being carried to the bridge to personally thank Captain Fried and the crew for their untiring efforts to save his men.

Many have been the congratulations, the receptions and entertainments showered upon us for the rescuing of these men. We were happy to have won the approval of the public for work, while somewhat out of routine, was, never-the-less, in line of duty. - 30 -

"Ken" Upton - 512-P

# KLAMATH

While the rescue work was going on, Barney attempted to get additional assistance by radio. The effort had to be abandoned when the ship began to twist and sway, her masts swinging in opposite directions, wrecking her aerial and making the wireless useless.

After all the passengers and members of the crew had left the ship, with only the captain and Barney still on board, the captain ordered Barney ashore. Barney complied. The Captain was the last to leave the ship.

Darkness was approaching. Soaked to the skin, with freezing winds howling around them, passengers and crew huddled together to keep from freezing to death. At dawn, with just enough light to see ahead, Captain Jamieson climbed the cliffs, located a house in the distance, and appealed to the occupants for food and shelter.

Off-shore, wallowing about in the heavy seas, was the steamer Curacoa (WGK), standing by to aid the stricken survivors. She could be of no help to the battered ship or her passengers and crew. The resourceful wireless operator of the Curacoa, Halie Medcalf, contrived a way to communicate with the group on shore. Using the ship's whistle, he blew a number of long blasts, then spelled out in long and short sequences of the wireless code, a message which read: "If you do not need us wave a white flag." Barney repeated the message verbally to the captain, who immediately removed his white shirt, tied it by the sleeves to a long stick, and waved it in the wind. Great clouds of smoke poured from the stack of the Curacoa as she steamed away.

During the next day or so, most of the passengers and crew were hauled by horse and wagon over the washed-out roads to Point Arena where they were transferred to auto-stages and taken up the coast sixty miles or more to Fort Bragg.

Eight or ten of the crew, including Barney and Ernie Wilmshurst were chosen by the captain to remain at the scene of the wreck. An effort would be made to tow the Klamath off the reef. The Red Stack Company's ocean-going tug Sea Lion had arrived on the scene and sent an officer ashore in a small boat to plan the salvage operation. At high tide early the next morning, Barney and the rest of the crew went back aboard, via the breeches buoy line. Repairs to the wireless equipment were made, an communication with the Sea Lion established.

Heavy hawsers were put aboard the Klamath and they began to pull. But the large hawsers tightened like fiddle strings, and from shore it was plainly evident that the ship was being pulled apart, her deck and superstructure gyrating wildly. It was concluded that efforts to save the stricken ship were futile.

The Captain then ordered the few remaining crew members to stay at the site of the wreck to do salvage work. The wireless operators and others of the crew returned to the vessel after the storm subsided and dismantled all articles of value, sending them ashore over the breeches-buoy line. All of the wireless gear was carefully removed and sent to the beach. It was later picked up and returned to San Francisco, where it eventually saw service on another ship.

TALES  
OF THE WIRELESS PIONEERS



COVE WHERE THE STEAM SCHOONER KLAMATH WAS WRECKED FEB. 5 1921 - 2-1/2 MILES SOUTH OF THE GUALALA RIVER ON THE NORTHERN CALIFORNIA COAST. LaFETTRA/Photo.

The Klamath was left to her fate, breaking up rapidly and being literally chewed-up on the rocks. The crew members walked to Point Arena, twenty miles away, and were taken by mail stage the following day to Fort Bragg.

The Klamath enjoyed eleven years of useful life from the time she was launched by J.H. Price at Fairhaven in 1910 until she was stranded on the reef at Del Mar Landing in 1921. She was operated by the McCormick Steamship Company and was of 1053 tons.

In addition to the Klamath, early steam-schooners of the McCormick fleet included the Cascade which made its maiden voyage in Dec. 1904, then in 1910 were added the Klamath, Shoshone, Yellowstone and Yosemite. They were joined in 1910 by the Celilo, Willamette, Multnomah, Ernest H. Meyer, Everett, Wahkenna and Wapama. These ships were built at McCormick's own shipyard near the junction of the Columbia and Willamette Rivers. Some 42 vessels were built here during the following 15-years. By 1925 McCormick had 71 ships under its house flag including the coastwise steamers Rose City and Newport. Many of the 'old-timers' are numbered among those who "cut their teeth" on Steam-schooners of the McCormick lumber fleet. H.W. Dickow - 30 -



'WSX' Silent Key 1921 ALLEN PHOTO

# New Ships for M.M.&T. as reported Feb. 1927

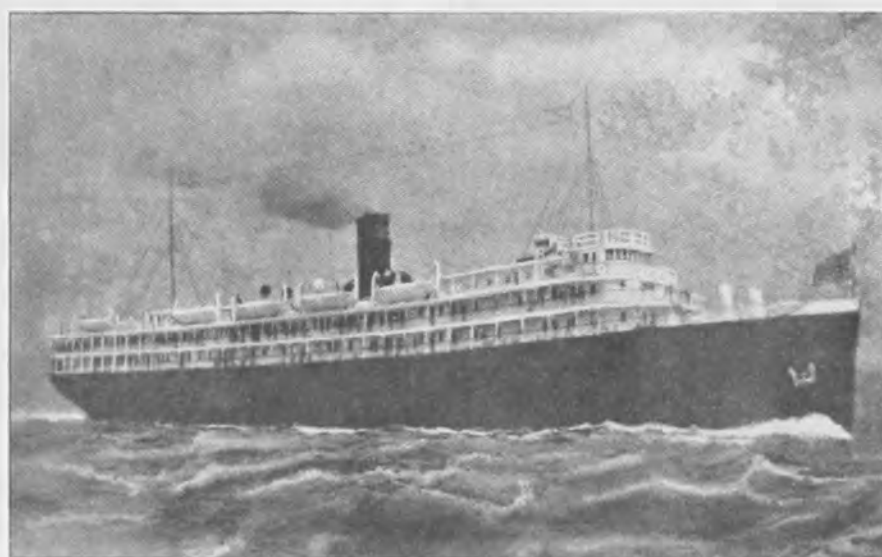
## Merchants and Miners Transportation Company of Baltimore Serve the Entire Atlantic Coast with Fleet of Modern Passenger Liners

**I**N this year the Merchants and Miners Transportation Company of Baltimore have completed seventy-five years of coastwise steamship service under the American flag. Organized by business men of Boston and Baltimore in 1852, this firm has passed through practically all of the development stages in modern naval architecture and marine engineering. Its first vessel was a wooden side-wheeler with a single expansion, low pressure, jet condenser, walking beam engine burning soft coal in return fire-tube boilers.

The Merchants and Miners line has always followed a progressive policy of anticipating demand for accommodation. Its latest and most notable addition to a large fleet of freight and passenger steamers is the trio of coastwise liners delivered during 1926 by the Newport News Shipbuilding & Drydock Company. These vessels are named Chatham, Dorchester, and Fairfax. Together with the Alleghany and Berkshire, these ships form one of the largest and finest passenger fleets now operating in the Atlantic coastwise trade. The Merchants and Miners Transportation Company serves the ports of Boston, Providence, Philadelphia, Baltimore, Norfolk, Savannah, Jacksonville, and Miami—or along the entire Atlantic Coast.

The new steamers are 368 feet long over-all and 52 feet beam, with a gross tonnage displacement of approximately 7000 tons, and are oil burners. The new ships differ slightly in construction from the Alleghany and Berkshire in that the dining room is located on the main deck, which allows additional space on the upper decks for staterooms. The passenger accommodations of each of the ships is for 314 persons. There are four suites with private baths on each ship just forward of amidships, 20 rooms with beds, 98 double-berth rooms, and 8 single-berth rooms. Three rooms have private tub baths and 16 are equipped with showers. These baths have hot and cold fresh and also hot and cold salt running water. The staterooms are large and well ventilated. Most of the rooms have two doors, one opening on deck and one to the corridor.

These steamers offer all the comforts of a first-class hotel and a home combined. The public rooms consist of a beautifully appointed dining room, music room, smoking room, lounge, writing room, social hall, dance pavilion, and sun parlor, also a barber shop and magazine stand. The furnishings, lighting, draperies, and color tones throughout the ships are conducive to rest, comfort and luxury. The abundance of deck space is one of the outstanding features of these ships. There are three decks for passengers, two promenade and one top or boat deck. This feature provides ample room for recreational games, such as shuffle board, quoits,



The express freight and passenger coastwise liner Chatham, which, with her sister ships Dorchester and Fairfax recently delivered to the Merchants and Miners Transportation Company by the Newport News Shipbuilding and Drydock Company, is giving first-class service along the Atlantic Coast (from Boston to Miami).

deck golf, volley ball, and the universal constitutional. The public rooms are well equipped for music, dancing, and cards.

An intercommunicating telephone system with central station and with connections in every stateroom was installed by Chas Cory & Son, Inc. of New York. The stateroom sets are of the European type with receiver and transmitter attached to a common hand bar. The system is said to be the first of its kind ever installed on shipboard and, judging from reports, it is working perfectly.

All staterooms, public rooms, and enclosed deck promenades are equipped with the new frameless plate glass windows developed for marine use by the Kearfott Engineering Company of New York. These windows operate in felt lined grooves on the same principle as those of an enclosed type automobile. The sheet of plate glass is rigidly held at its lower edge in a bronze bracket which engages a lead screw. This lead screw turns in ball bearings top and bottom and is actuated by small worm and worm wheel operated by a hand crank. The mechanism eliminates all troubles with springs and adjustments and holds the window at any point desired from complete closure to full opening.

An interesting feature of the public rooms and staterooms on the Dorchester, the Chatham, and the Fairfax is the large use of Haskelite in the joiner work. Practically all bulkhead, side wall, and ceiling paneling is of this structural plywood product, which is rapidly coming to be almost a standard specification in American marine practice. Plymetl, the metal sheathed Haskelite, was extensively used in bath rooms and in the galley.

Speaking of galley, the three steamers under discussion are equipped with a modern hotel kitchen equipment that almost requires a new sea term in naming



*S. S. Chatham*  
**KGAN**

**KGCE**



*S. S. Fairfax*



*S. S. Dorchester*  
**KGCG**

the domain of the "doctor." All the latest steam and electrical equipment necessary or usable has been installed.

The vessels are provided with every aid for safe and efficient navigation, including among other things a Sperry high intensity searchlight, engine speed indicator, gyro-compass with bearing position, steering position, and course recorder and a self-synchronous helm angle indicator. The new steamers are also equipped with the smoke alarm signal system, which locates the slightest trace of smoke in any section of the ship.

The power plant on these new vessels consists of four oil-fired Scotch marine boilers delivering steam at 220 pounds pressure to a triple expansion engine directly connected to the single propeller. The engine is rated at 3000 horsepower and drives the hull at 13½ knots speed. Steam is used for nearly all auxiliaries and for heating of crew and passenger quarters.

Forced draft is used in the furnaces, pressure being provided by a Sturtevant steel plate fan driven by two Sturtevant vertical single-cylinder steam engines, one on either side of the fan.

A rather novel arrangement of the hot water system was developed by the naval architects in order to conserve fresh water. The hot water in the system is circulated constantly by a small auxiliary pump. This means that hot water is always available at the taps without the necessity of drawing out and wasting a considerable quantity of water before the desired temperature is secured. This item is, of course, of great importance on shipboard where fresh water must be made up by evaporation. Another item of interest is that the coils used in both the hot water heater and the feed water heater are similar and interchangeable. This, of course, simplifies the carrying of spares.

The heaters for water, feed water, and fuel oil were supplied by the Griscom-Russell Company.

In line with the policy of making their passenger ships first class hotels afloat, the Merchants & Miners Transportation Company installed an unusually complete refrigeration system on the three steamers. The cold storage rooms are located on the main deck, directly aft of the ice machinery room. Those for the bulk stores are on the starboard side and contain 1873

cubic feet divided into six compartments for separate storage of ice cream, fish, meat, ice, vegetables and milk, with temperatures ranging from 15 degrees Fahrenheit for the ice cream to 40 degrees Fahrenheit for the milk. The pantry service refrigerating space is on the port side, with four compartments aggregating 210 cubic feet and three cans of ice cream. There is also a water-cooling butt of 150 gallons capacity for ice water. Two 4-ton Brunswick compressors driven by steam engine take care of this load very nicely. This machinery was installed by the Brunswick-Kroeschell Company of New Brunswick, New Jersey.

All cargo is handled through side ports, the capacity of each vessel being about 3300 tons.

The electric lighting load is carried by a Terry steam turbo-generating set, and auxiliary lighting is provided for by the installation of a Matthews self-contained gas engine electric light set.

These three steamers are a credit to their designers, builders, and owners. The care taken to insure comfort and recreation features and the elaborate nature of the equipment and furnishings are indicative of the trend in the demand of the American traveling public and of the success which attends careful management in the American coastwise transportation business.





## THE FIRST WIRELESS TELEPHONE STATION IN WESTERN AMERICA

1902 - 1906. The McCarty Wireless Telephone Station near the San Francisco Beach. The 13-year old inventor, Francis, and his brother, Ignatius, helped erect the 165-foot mast and the station house. From this pioneer wireless telephone installation the voices of the McCarty brothers were heard about three air-line miles away.

This rare photo is from the personal album of Ignatius McCarty, and has never before been published. The actual location of this station was at 45th Avenue and Lawton Street, San Francisco. Not more than five people were able to hear its signals because they alone were in possession of a wireless receiving set capable of hearing them.

TALES OF THE WIRELESS  
PIONEERS -- Henry Dickow

As early as 1902, the human voice was sent across Stow Lake in San Francisco's Golden Gate Park by a seventeen-year-old inventor, Francis J. McCarty. Simultaneously, other equally successful demonstrations were being made by Valdimir Poulsen in Denmark, and by Reginald J. Fessenden and Arthur E. Collins in New York. Yet Francis McCarty was the youngest and the first to bring wireless telephony to western America.

During the year 1902 a practical demonstration of their system was given to the press. The first distance spanned was only 200 feet. The clarity of the human voice surprised the newspaper-men and others present and it was hailed as a milestone in wireless history.

In 1905, Francis transmitted his voice from his laboratory at home on Gough Street in San Francisco to a listening station atop Mount Olympus, about two miles away.

During 1905, he invited the press to witness a demonstration of an improved transmitter and receiver which he had installed in the carpenter shop of the old Cliff House at the Ocean Beach. He talked, and he sang a half-dozen songs into the microphone. His voice and song were heard with remarkable clarity a mile or two to the south in a place called Cycler's Rest on the Ocean side of the Great Highway opposite the Beach Chalet.

Wrote a reporter for the San Francisco Chronicle: "If the experiments made yesterday on the beach below the Cliff House may be used as a basis of speculation, it appears that a San Francisco boy just past 17 has solved the problem which gray-haired scientists declared impossible of solution. This boy believes that he has

made the first great step toward the solution of the problem of wireless telephony, and his experimental exhibition certainly bears out his belief."

After further experimentation the early McCarty transmitter, with a high-voltage spark activated by the movement of the microphone current through an induction coil, was discarded in favor of what was known as an "Arc" transmitter. This arc used carbon rods similar to those of the ordinary street-lighting system, and the voice was impressed upon the flame; it was then sent into the ether and ground, if such a crude explanation is sufficient here.

McCarty did not know that the Danish inventor, Valdimir Poulsen was experiments with an identical system in his native country. A lack of communication in those days prevented one from knowing what others were doing for months on end.

Young inventor, Francis McCarty was forced to move his equipment and office to Oakland after the great earthquake of 1906. He was dumped out of his horse-drawn wagon and died shortly before reaching his 18th birthday.

The story of this young lad and his achievements at such a youthful age make one feel that the world was robbed of a budding scientific genius. His story is a fascinating one.

Henry Dickow has accumulated old pictures, clippings from early S. F. newspapers and even copy of his patent application (issued April 19 1906). The full story with pictures will be published at an early date in pages of POPPS O' CALL. - Ye Ed.

# The Federal Arc Transmitters

## SHORE

U.S.N. STATION

"NPO"

CAVITTE, P.I.

500 KW ARC XMTR.



## SHIP

TYPICAL SHIPBOARD  
INSTALLATION

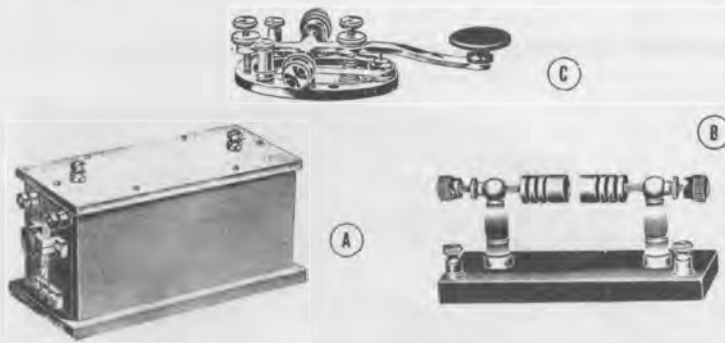
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OVER 300 UNITS  
INSTALLED ON USSB  
SHIPS DURING WW-1.

2-KW

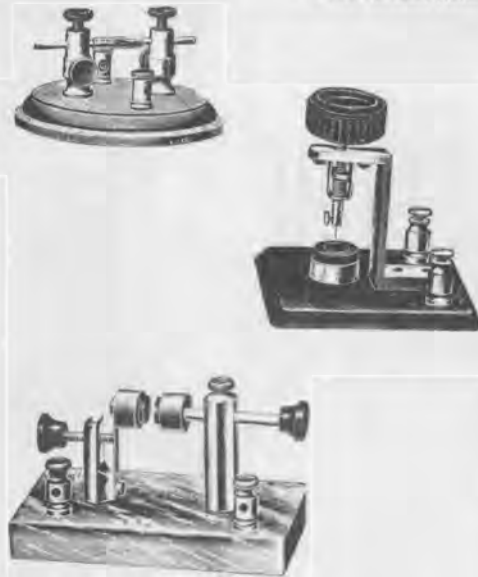
(Poulsen Patent)



## The First Complete Wireless Telegraph Transmitter



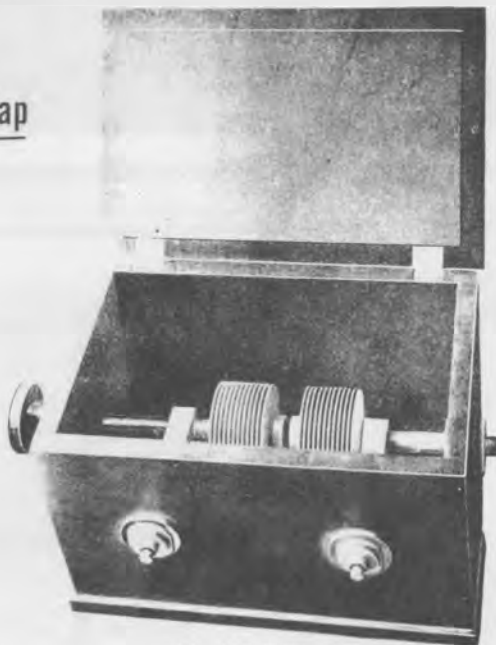
An ignition coil (A), a spark gap (B) and a telegraph key (C) - plus a few dry cells and an aerial and ground were all that was required for a practical wireless transmitter. The coil cost \$2.50, the spark gap \$1.00, and the Morse key \$1.50. Under extremely favorable conditions a distance of 50 miles was spanned with this simple apparatus.



## Evolution of the Detector

The original coherer with its decoherer first gave way to a non-decohering instrument, known as the Auto-Coherer, top illustration. Then came the highly-sensitive electrolytic detector (center) with its superfine piece of Wollaston wire making contact with a drop of acid in a graphic cup, and (below) the carborundum detector, the first of the crystal types, as used by United Wireless Telegraph Company because of its immunity to detector patents controlled by Marconi.

## Early Spark Gap



2-3 and 5 K. W. Spark Gap

## The "Rock - Crusher"

The spark gap, which was connected across the secondary of the power transformer, was so noisy that its crashes could be heard blocks away. Thus it was sometimes enclosed in a heavy box, as illustrated above. It was often called "The Rock-Crusher" and once you listened to it, you would probably consider it a good 'nick-name'. Ye Ed contributed a monthly column in a magazine named "CQ" Circa 1951-52 called "THE ROCK CRUSHER". This magazine published (according to the masthead) "A Magazine OF, BY and FOR Commercial Radio Operators and Technicians". It has long since discontinued but in its day, fellow contributors included such names as Dr. Lee de Forest, Gilson Vanderveer Willetts (Radio Rex), Lt. Howard S. Pyle, E.H. Rietzke, Paul R. Fenner, Walter H. Candler, Willard Bliss and many others. -30-

## The Electron Relay or Audiotron



No sooner had Dr. Lee de Forest announced his revolutionary discovery of the three-element vacuum-tube, the Audion, than a flock of imitators came forward with tube designs of their own. The Audiotron, first offered for sale by Moorhead, Myers, and Cunningham, was in the forefront of the competition. Soon a dozen "bootleggers" were making them. Prices were always the same \$5.



# EARLY 'GEAR' ... WE USED



The Coherer and Decoherer

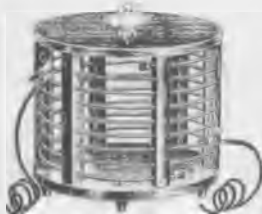
The first complete wireless telegraph receiving set consisted of the coherer, illustrated above, together with either a headphone or a telegraph relay to provide audible indication of an incoming signal. However, the coherer alone could be used as a signal indicator. It is seen in the foreground, its glass tube supported by two metal posts. The filings within the glass tube were shaken apart, or de-cohered, by the clapper of the electric doorbell each time a signal was intercepted. The Coherer was then ready to receive a successive signal.



The Commercial Detector of 1908-1913

This detector, known as the Perikon I.P.34, was used by a large majority of the U.S. Government and commercial stations. It was built by Wireless Specialty Apparatus Company of Boston and licensed for commercial use. It sold for \$50.00 with Perikon crystals, and \$65.00 for Pyron. Minerals for these detectors were not sold separately.

## Improved Transmitter Components

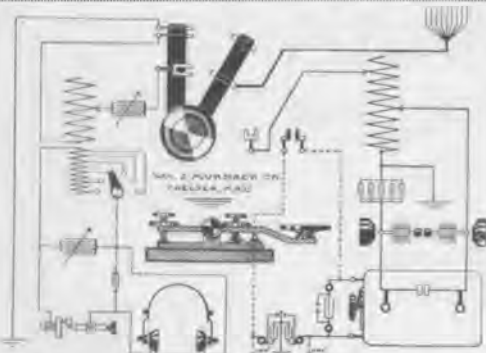


Congestion of the ether called for tuning devices to enable a degree of separation of stations. This was accomplished by the Helix, or Oscillation Transformer, or Tuning Inductance, shown in the upper illustration. Tuning coils also came into general use for receiving sets. Transmitting Condensers of the types shown in the lower illustration gave enormously greater efficiency and range to the spark coil. The small illustration shows a Leyden jar.

The "Coffin"



Because of its size and appearance the big wireless transmitter of yesteryear was called the "coffin". Here is pictured a 5-KW unit similar in design to those used in hundreds of early shipboard and shore station installations.



Circuit diagram of a Complete Wireless Transmitter and Receiver used Commercially, circa 1915.





"THE CHIEF SAID MY BEARD IS OKAY IF IT DOESN'T BECOME AN OCCUPATIONAL HAZARD— LIKE GETTING FOULED IN THE KEY CONTACTS."



SINCE THE EARLY DAYS OF WIRELESS, THE LETTER "V" HAS MEANT "TEST"— TOO BAD WE DIDN'T PATENT IT THEN!

Heap "Big Thank You" Ralph C. Folkman-W8A7-De-All SOWP'er's

# THE 'YL' HERITAGE



## Amateur & Professional

THE WIRELESS PIONEER

By  
Louise R. Moreau



**E**ver feel your hackles rise? Your tail begin to swish dangerously back and forth? Your ears flatten when some well-meaning person says "You mean YOU are a HAM? That's a funny hobby for a woman!" After the red mist clears, your fur settles, you've stopped spluttering and are calm enough to answer you will probably tell them all the usual things: the wonderful world of radio, our far flung friendships, our public service record, contributions we've made to communications. Or -- you might say casually that you are merely following a long tradition for women have been a part of the communications story for 3,000 years.

To be exact, the first message that history records went to a woman telling of the fall of Troy, the implying that the OM would be home as soon as he was mustered out. If we read *Aeschylus* we learn that it was a woman who planned the system of fire beacons to get the news through, and her name was *Clytemnestra*.

Signalling by fires gave way to a lot of less messy systems, and then we gals really got into the act when the "lung telegraph" became very popular about 100 B.C. Now I don't recommend that system. It would make us all into a bunch of "Gravel Gerties" but those old gals did it. In Europe, and what is now Scotland, there is documented evidence of women who were used to shout messages from point to point, using, and here I am quoting, "short staccato phrases." One of the historians comments that the higher pitch of the women's voices was particularly suited to overriding the noise of the storm, or a waterfall.

Women were among the well-known "whistlers" of the Canary Islands, who were able to communicate across amazing distances through this medium which is just as simple as saying a word and whistling at the same time. If you want a technical description, they used lips,

tongue, teeth and fingers. It not only was effective, it is still used by both men and women on the Island of Gomera.

These are three of the ancient forms of YL participation, there are others but on the more modern side, Charles Dickens devoted an entire essay to the English "Needle Telegraph." He tells of sixty women who were trained to operate it. *Shaffner*, telegraph historian of the 1850's has excellent illustrations of these offices showing the YL "Needle-Clerks" and "Reading - Clerks" as they were called. In that system a gal

### EDITOR'S NOTE

LOUISE RANSEY MOREAU, WB6BBO/W3WRE, is the YL Editor of the QST interesting column, "YL NEWS & VIEWS." She has given us permission to publish her "Key-note speech" delivered to the Annual Midwest YL Convention in Cleveland last Spring. We think it is most interesting.

"Lou" as she is known by amateur friends all over the world is a collector of hand keys and bugs. She has what is acknowledged to be the largest collection in the world with some 165 keys and bugs, some of which date back to 1848. She is Telegraph Historian of the Antique Wireless Association, Member of the Morse Telegraph Club and also the de Forest Pioneers. Her activities on the air are 99.99% C.W. so she says. We are most honored to include her article in this Newsletter, with special thanks to *Al Woody* and *John Elwood* for QSO.

It is noted that Russia and some of the Scandinavian countries have employed women radio officers on their ships for some time. Last year, a Canadian girl 'breached' the ranks while we just received a report that two French girls, Jocelyne Jamet and Genevieve Dohen completed their first trip on the French Container Line ship SS, Atlantic Cognac. Many American girls have 'gone down to the sea in ships' as "Sparks" - or would you say "Sparkettes", in the early days of the wireless. We plan to publish a story on these early assignments by *Louisa B. Sanda* (W5RZJ) in an early issue of POC. Ye Ed.

could easily join the local chapter of the cross-eyed slengue by constant reading of the Dial Plate with the needle, in many systems two needles, in one system five needles flipping back and forth at the rate of 13 to 20 words per minute.

Building fires, shouting, whistling, flashing polished metal (the Amazons used surfaces of their shields), standing in the slop of the "water telegraph" (we did about 800 B.C.) or heaving the control of the Semaphore might have been the fate of all the YLs and OMs, and then came May 24 1844, when a delightful young lady, whose faith and belief in a brilliant inventor was rewarded by being the one who chose the text of the first message sent on the Electric Telegraph, and (See Page 34

# "YL" Heritage - Moreau

Miss Annie Ellsworth joined the club,

Within seven years there were not only YL operators in the rapidly growing industry, some of them had become so efficient they were appointed office managers. Two years later the very familiar "73" was being used on the wires to the girls in the same way that "88" is now used. For in 1855, "73" meant "My love to you." It was also in the telegraph journals of that time to welcome women operators newly come into the profession. There is further reference in the many historic James Reid in particular, that the presence of the ladies on the wires was a very good influence on both the behavior and language of the men operators.

The majority of the telegraphers of the Deseret Telegraph that was installed in Utah in the late 1860's to maintain communications for the Mormon Church was YLs. Some of the messages they handled sounded to us, today, like Hollywood script telling of new mines discovered; court proceedings; storms; arrests; grass-hopper plagues. One read "Saw smoke today, be on the alert". Another... "Two Indians seen today, others prowling, raid may be impending." And one more that I just love... "Stage coach held up and robbed by masked men one passenger shot." One of the women was appointed Brigham Young's personal telegrapher on one of his trips over the state.

So far as I can find, there is no record of dedication to duty, and sacrifice of life to maintain the communications link between a stricken community and the outside world before 1889. There may be but up to now the first record I can find is of women. The story of the disaster in Johnstown, Pennsylvania, is well known, but what is less well known are the stories of three women and the parts they played. Mrs Hettie Ogle was office manager of the Western Union in Johnstown, and her daughter Minnie was her assis-

(Continued - upper right)

tant. They remained in the office that day keeping in touch with towns throughout the valley, and into Pittsburgh, giving reports of damage, for there were badly flooded conditions before the dam broke. She sent the men operators home to be with their families. Her final dispatch to Pittsburgh is grimly prophetic: "The South Fork operators says the dam is about to go. This is my last message." The building housing the office was completely destroyed and both Mrs. Ogle and her daughter were victims of the flood. Their bodies may be among the 777 "Unknown Dead" for they were never identified. In the wreckage where the office had stood there were only two recognizable objects: Mrs. Ogle's wedding ring, identified by her son, and a telegraph key.

Many stories of the heroism of operators, OMs all, who remained on duty at the risk, and often the cost, of their lives are a part of the tradition of communications; but until earlier documentation can be uncovered... May 31, 1889, do you want the time? About seven



## Commercial Wireless Key

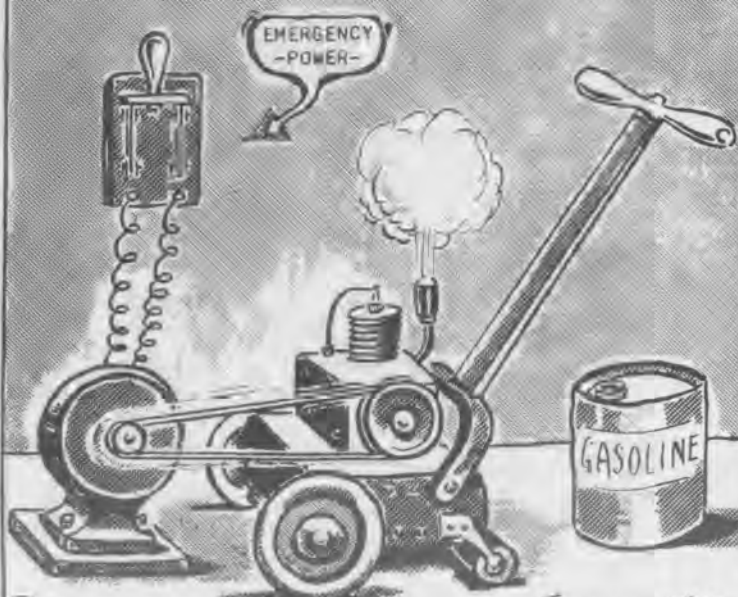
Only two components used for wireless telegraphy fifty years ago remain virtually unchanged today: the telegraph key, and the headphones. The key shown here came into general use in 1915 when it replaced the cumbersome "grass-hopper" and "pump-handle" instruments used by Marconi and others during the first decade of the wireless.

minutes after four in the afternoon, is the first of a long history of communications people in emergency.

There is a happy side to the grim story. The telegrapher at the Pennsylvania Railroad tower at South Port, Pa., was also a YL, Emma Ehrenfeld. Emma was on duty that day and as with her Western Union counterpart was keeping in touch with the other offices along the mainline receiving information of storm damage to the right of way, and, due to her advantageous location, sending out regular dispatches of the conditions of the dam. Now, for those who may be unfamiliar with railroad telegraph the picture may be a bit clearer if I explain that a Signal tower is just a two level affair with tools, equipment and a stove on the first story and the telegraph room is upstairs. It was a cold day and the men who had been checking track damage had built a roaring fire in the stove at noon. It got pretty hot upstairs, and Emma came down to cut the heat, heard odd noises and looked out and saw the seventy one foot high wall of water coming down the valley! Well, she picked up her seven petticoats (and I know she had seven because my grandmother who went through that flood told me that all nice girls always wore seven petticoats.) and raced across the tracks and up the steps of a coal tippie to high ground, and safety, turning to see her tower being swept away by the flood. Thus three YLs take their places to, so far as we now know, begin the tradition of communications people in time of disaster.

Marconi, unlike Morse, listened to the letter "S" on December 12, 1901, without any feminine touch for radio began in a strictly stag atmosphere but not for long. Five years later the first YL was a commercial (See next page)

ALL SUMMER LONG IT CUTS THE GRASS,  
AND DOES IT ON THE CHEAPEST OF GAS -  
THEN WINTER COMES - (LAWNS NEED NO CARE)  
SO IT KEEPS THE STATION ON THE AIR



# 'YL' - Moreau

(Continued from Page 54)

operator at the de Forest Station NY at 42 Broadway. Three years after that Miss Lillian Todd was advisor, and sponsor, of the Junior Wireless Club, now the Radio Club of America. From her guidance come such names as P. Edwin Armstrong, and Paul Godley. The next year 1910, the first YL Amateurs were on the air using the calls FN, a Miss Glass in San Jose, California and OHK, Olive Haarthberg, in New York (Please remember this was before Government licensing.) By the beginning of World War I, there were 15 women with Amateur Radio Licenses, and 50 others with Commercial Licenses as Marine operators. The war did not stop the interest of radio-minded women. Many went to wireless schools and then into the Army Signal Corps.

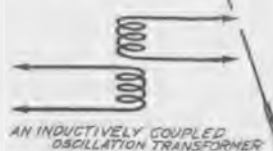
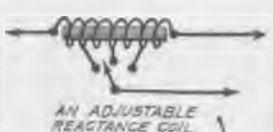
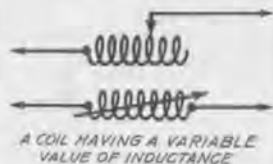
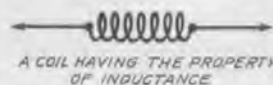
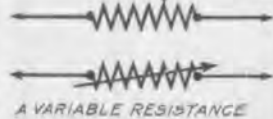
Oddly enough, all Amateur operation by YLs until the year 1922 was by women in the U.S. with one exception. The one exception was in 1913 when the call IXI was issued by the Government Post Office in England for a transmitting license. 1922 also saw Australia license the first YL in Oceania and 3rd in the world. In 1924, Canada's first YL made her appearance; 1925 opened Europe to the YL man with Sweden's first lady; 1926, Brazil; 1927, Peru, and England's Second YL 1928. France, and then the gals began to appear in numbers in country after country.

We've done much. We've handled traffic by the ton. We've operated in emergencies until our throats and voices were almost gone, and we were so "dit-happy" the code was a meaningless blur, and we weren't sure which side of the bug was which. We've given badly needed medical advice, and helped give the priceless gift of sight. And time and again we've loaned ourselves, our skills, and our equipment to keep members of our armed forces in touch with their loved ones at home. We've organized and set up our own Field Days, we're poking into Amateur TV, we've gone so high in the VHF field we almost have acrophobia, and now we're tracking communications satellites and dreaming of more distant stars. True, in the grand total of the amateur census we are a minority group, but name the activity and it is almost a sure bet you'll find a YL working there. One very outspoken OM once told me at a ham-fest that he liked to work YLs because, he said... "You're sure hell on wheels as operators."

We are indeed. We're the ladies from MARS, the gals in Intruder watch, and Hurricane Watch. We're EC's, SEC's and Assistant Directors. We're active in RACES, we are the ones who, long before the League Project, had our own people-to-people activity in the YLRL Adoptee program. Our Nets rank second to none for Net Control efficiency, for member decorum, procedures and plain good operating technique. The people who bewail the decline of courtesy in amateur radio have never listened to a YL net. Have you ever just sat back and listened? and then compared us with some of the others? We're found monthly on the Public Service Honor Roll. Our calls, some with thundering totals are high, if not leading the BPL list, month after month.

Ever since manking discovered that it was possible to communicate with one another over distances we have no longer been alone. This service that the art provides has so conquered space and time that the individual, the community need not struggle in silence in any emergency, but, can summon the world, if needed, to assist. The, I'm quoting (P-36)

## SYMBOLS CIRCUIT DIAGRAMS



## That Word....

# H A M

In an effort to elevate the amateur from his lowly status of ham, Henry W. Dickow, Editor of Pacific Radio News in 1920, wrote: "It is a disgrace to the science of radio to call him or her a ham... the term is the one and only brand of impudence deserving of condemnation. Let's abolish it forever. Nobody likes to hear it."

Fifty-two years later the name remains. And in a more jovial mood, the same editor gave space to the following poem:

### WHAT "HAMS" ARE MADE OF

I want to tell a story,  
A story I have heard;  
You may think it all a fable,  
But it's gospel, every word.

The good Lord took a blacksmith,  
A tinkerer and a Bo,  
Who used to hold a trick job -  
Train dispatching, don't you know?

Then He took a telephone lineman,  
An electric engineer,  
A radio announcer  
And a man who couldn't hear.

He mixed them all together  
With a grain of salt or two,  
And set 'em in the shadows  
To let the mixture brew.

Then He ran it through a filter,  
And He screened it through a grid;  
He seasoned it with pepper,  
And lifted off the lid.

He moulded it and twisted it,  
And shaped it here and there;  
Then He took it out and looked at it,  
And set in on a chair.

He put some earphones on its head,  
And shot it full of juice;  
But when it didn't seem to care,  
The Lord said: "What's the use?"

I've tried to make a genius,  
But it won't work worth a damn  
So I'll simply let it go at that...  
And He called the thing a ham.





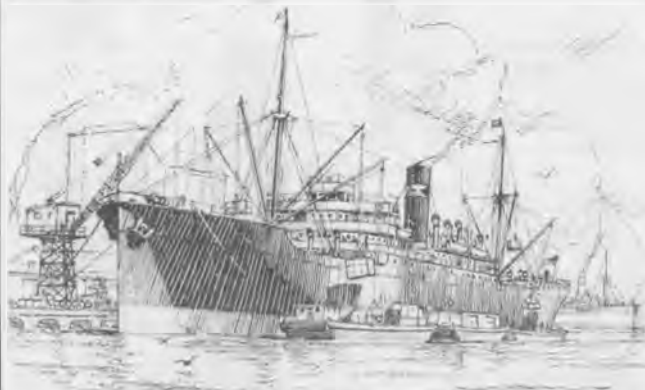
# 'FIRST' ASSIGNMENT!

## The Radio Log of the S.S. SATARTIA "KICD"

....On My First Trip to Adventure

Narrated By

Captain Edward N. Dingley Jr. USNR-RET. 624-P



### "YL" Legacy-Moreau

(Continued from P-35)

"courier flame" that literally "Blazed" the news from Troy to Mycene; crisp voices

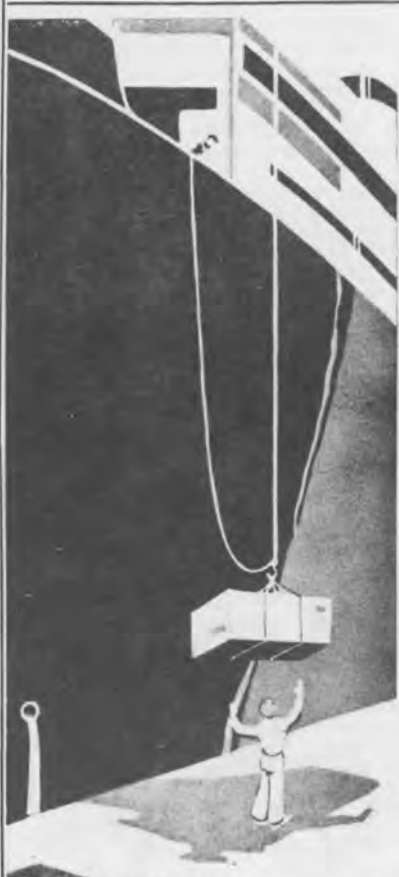
shouting from signal mound to signal mound across ancient Gaul; huge arms of the Semaphore silhouetted against the June sky telling of Waterloo; the dry chatter of Mrs. Ogle's telegraph key; the crashing roar of the voice of King Spark bridging an ocean; high crystal clear C.W., the familiar voices at the mikes; the clatter of the printers, all symbolize the service that we have the skill and ability to give and have given so often. Here are two symbols of that service:

In 1931, Ray Meyers, now W6MLZ, (\*) then W3AJZ, used this bug to send an SOS from the ill-fated transpolar Submarine Nautilus, to summon assistance for the Sir, Hubert Wilkins expedition into the Arctic. It is a

symbol of all communications people and their devotion to duty in time of emergency.

And this key, the one that was found in the ruins of the W.U. building in Johnstown, in 1889, near Mrs. Ogle's wedding ring might stand as one of our symbols, for it is just that. It is the symbol of the YL operator who gives so much of her time and herself to maintain that life-line of every community --communications.

So, if sometime, some one should express surprise at our interest in this wonderful hobby that we all love so very much, how will we tell them these things? Not with a head of steaming indignation, but rather, proudly--- that we have a great heritage. That ever since 1084 B.C. we women have been very busy helping to make the history of communications. -30- (\*) Society of Wireless Pioneer Number # 89-SGP. He is now Editor of SGT.



**I**n the Spring of 1924 at the conclusion of my sophomore year at MIT my finances were reaching a low ebb and I had to earn funds toward my next year of schooling. I was the proud owner of a Commercial First Class Ticket so why not a sea voyage for "fun and profit"?

I applied at the Washington office of the U.S. Shipping Board where the officer-in-charge, Mr. Moore, indicated that operators were in great demand and that I should report the very next day, May 28 1924 to the SS SATARTIA (KICD) at Pier 98, South Philadelphia. I packed a few things and spent a sleepless night thinking of the future. The train departed Washington at 11:45 A.M. and the following is quoted from my personal log: The trip was most tiresome. I really tried to learn something by studying the instruction book for the Wireless Specialty Company's 5 KW quenched-gap spark transmitter that I was to operate. No information on the receiver was available. It is really embarrassing to realize that I've got this job as sole operator on a freighter and yet know very little or nothing about the job or the apparatus.

I had failed to consider that Philadelphia was on daylight saving time while Washington was not. In consequence the radio supervisor of the USSB office, Mr. Byam, had left for the day when I arrived but luckily a late departing clerk gave me a note which got me aboard the ship. Only the Second Mate, was aboard and lacking any orders for my accommodations, he let me sleep on an old mattress in a half-furnished cabin.

May 29 1924: Went back to Shipping Board Office. Got chewed out by Mr. Byam for not reporting yesterday, got my official assignment papers, a stack of message blanks and log forms and a very brief outline as to my duties and accounting procedures. The government inspectors and representatives of SORs are due tomorrow to test the apparatus before the ship sails. Maybe I can find out from them how to operate the equipment. Must be discreet so as to conceal my ignorance.

Some brilliant soul had mounted the motor-generator set (120 volts DC to 250 volts 500 Herz) on the top grating of the engine-room compartment where, presumably, its noise would not disturb the operator but also where the ambient temperature was over 100 degrees Fahrenheit in May at Philadelphia. Because its hum was nil in the radio room and overpowered by the racket of the engine room it took considerable searching to find it carefully concealed in a bottomless wooden locker to insure that no heat could escape. I recommended its removal to a cooler location but the experts said it was OK and besides there was not time to move it. I said a silent prayer and greased the dry bearings.

May 30 1924: Met the Captain, James T. Battye, and discovered that I was also his secretary, both personal and official. He is a good and pleasant man. Typed his expense account, crew lists, payroll, etc. The ship's officers are all friendly. It seems so strange for everyone to be calling me "Sparks".

(Continued to Page 37 Please)

(Continued from Page 36)

The emergency radio equipment consisted of sixty lead-acid cells in a separate battery room. These would be a great help if the motor-generator burned out as I fully expected and as finally happened. The tops of the battery plates were bare of water so I filled them up with tap water for lack of distilled water, and put them on charge.

After all the rush to reach the ship, we never finished loading tins of kerosene and gasoline and general cargo until 5 P.M. on June 5, when we cast off and sailed down the Delaware River. It is scary to be the only contact with shore and not too sure how to do it.

The receiver is a war surplus 8E-1420, it is essentially a loose-coupler with a single VT-11 tube as a regenerative detector. Separate tuning dials for antenna circuit and secondary circuit, mechanical control for coupling adjustment and for tickler-coil. Multi-contact switches select taps on primary and on secondary and each is mechanically coupled to a sliding pointer to indicate the corresponding scale on the tuning dials. One minor difficulty is that the several scales on the tuning dials are marked neither in wavelength or Kcs but merely with occasional mysterious letter symbols such as J, K, P, etc. Guess this was part of the Navy's secrecy system. By 10 PM I finally found NAA and got time-ticks, weather and news. I managed to copy the time-ticks solid. The rest was a bit ragged.

Before tuning in, I joined the second mate on the bridge. It was a black night broken occasionally by distant lightning flashes and the ever present navigational lights. Sure glad I'm not the navigator of this crate. Don't see how they know where they are heading.

June 4 1924: The skipper gave me two messages to send. As a government owned ship all traffic had to be cleared through Navy shore stations. I heard NAM at Norfolk sending a blue streak. When he finished I called him. No answer. Then he started up again at high speed. This went on for some time until I realized that I wasn't tuned to 500 KCS but to some other frequency and the high speed traffic was being sent by some Navy ship signing NAMN and running it all together so that I thought it was NAM. I tuned around some more and finally heard KIDC DE NAM being sent about ten words per minute. I answered and cleared my traffic with trembling fingers at about the same speed. NAM acknowledged and asked if I had receiver trouble. I said "only temporary" and signed off in a cold sweat. Later the skipper had me send another message. That wasn't so bad because I had marked my receiver dials and knew where to find NAM.

June 5 1924: Wake up to find we had docked in Baltimore at 1 AM. Radio inspectors aboard again. No trouble. Managed to get a good UV-201A tube to replace a burned out VT-11. Reception much better. Guess I'll have to "accidentally" burn out my two spare VT-11 tubes and get replacement UV201A tubes in Norfolk. Loaded lumber and departed Baltimore at 2:30 PM June sixth.

June 7, 1924: Arrived Norfolk. Went to SORS office and got two UV201A tubes and some small hand tools as none on board.

June 10 1924: Still in Norfolk loading general cargo. In the evening while tuning for music, I heard NAM calling KIDC. That's me, and so I answered not knowing better than to transmit when tied to a dock. He gave me a message filed June fifth about our docking here in Norfolk. I gave the message to the skipper without comment. To my surprise he didn't chew me out. Guess he understands that I'm a good secretary but an inexperienced operator trying hard to learn

June 12 1924: Departed Norfolk at 7 PM and headed for South America. I dutifully copied QST'S from NAM and NAA but nil for us.

June 15 1924: A beautiful morning and a light sea. Scores of dolphins playing tag with the ship. They dive in and out of the water in graceful arcs we are now in the Gulf Stream but crossing it because it would impede our progress South. The Skipper had me send two messages via NAM to Norfolk. Shot them off like an old pro. I'm getting the "hang" of



## DOWN SOUTH AMERICA

WAY...



LOG

of the SS. SATARTIA

By

Capt. Ed Dingley, Jr.

THE WIRELESS PIONEER

it now.

June 15: BZB Bermuda heard for first time. QRU.

June 22: TR - 2195 Miles S.E. of Cape Henry. We are now in the Northeast Trades which blow a steady gale. The ship rolls and plunges but I love it. The sea is a beautiful blue and the sun dazzlingly bright. This certainly is a lazy man's job. I stand watch any eight hours of my choosing and sleep, read and eat grand meals the rest of the time. The LIBERTY GLO (KIQZ) and the WEST MERIS (KOTK) are following us South but some distance behind. I work them daily for possible relays from the states.

June 26: 550 Miles N.W. of Cape St. Roque. We crossed the equator today. Failed to see the ocean mail buoy that the third mate told me was used by south-bound ships for depositing mail to be picked up by North-bound ships and vice versa. Too innocent to know I was being ribbed. The Chief Mate asked me to get the key to the keelson from the Chief Engineer. The latter said the Third Mate had it. The Third said that the Second Engineer had it. About that time I caught on to the joke and joined in the laughter. The whistle blew for 10 seconds as we cross the equator. Otherwise no hazing was indulged in.

June 30: My loafing came to a sudden halt today when several motor armature leads broke loose from their commutator segments and damaged some field coils. No wonder: the ambient temperature above the engine room was about 120 degrees and the motor casing was too hot to touch. Spent all day getting the red-hot 200 pound rotor out of the casing and down to the machine shop where we soldered the armature leads back in place. Next the damaged field coils had to be taped and the armature replaced in the hot updraft from the engine room. It was a hot, tough job but, when still soaked with grease and sweat, I pushed the start button and she ran Ok again. I decided to transmit seldom and on half power but was still fearful of another failure.

July 1: 250 Miles N.E. of Victoria Brazil. A Brazilian shore station sent me the following message addressed to Master, S.S. SATARTIA:

(Continued on Page 58 Please)

### UNCHARTERED ROCK 250 SAYPS 315 DEGRIES FROM CAIX A GRANDE BOI

I repeated back exactly as copied and received confirmation of correctness. The Brazilian operator had no English and I no spik Portugese so I could not argue with him. I gave the message to the Skipper and reported confirmation received. The Skipper had me send many dollars worth of messages trying to find the location of that rock. In consequence the motor generator had to run nearly all night and at eleven AM the next morning she burned out again in the middle of a message, and tripped the circuit breakers with a bang.

Again the hot work of removing the armature and lugging it to the machine shop. This time, before soldering, I used steel wedge points to wedge the armature wires into the burned holes in butts of the commutator segments. I was dehydrated, my head ached and so I took short work breaks on deck and watched us enter the beautiful Harbor of Victoria, Brazil.

...My FIRST FOREIGN PORT! I'll always regret that generator break-down because it prevented me from seeing everything.

The harbor is lovely, the first things I noted were the high mountains surrounding the tiny town. In the brilliant sunshine the mountains were the most verdant green that I'd ever seen. On the highest peak there was a white adobe convent, as I learned later. It looked like a white sugar lump atop a green birthday cake. Through field glasses it looked like the castle of some feudal prince glistening in the sunlight. I could see rows of windows overlooking the harbor and the nearly vertical cliff at least a thousand feet straight down. At the base of the cliff were tunnel entrances, evidently the means of entrance to the convent. We dropped anchor at 3 PM. I showered and dressed and joined the Captain to shore in a launch. He on ship's business and me to locate a replacement armature.

July 3: No armature or replacement motor-generator available so I worked and sweated to reinstall the repaired armature. It was a major operation to get it properly aligned in the bearings.

July 4: We finished cargo operations and glided out of the pretty little harbor at noon today.

July 9: Anchored in the Harbor of Montevideo, Uruguay this evening. Cold and rainy. It's winter here. No luck on a replacement armature or M.G. set. The Skipper and I visited the U.S. Vice Counsel, Mr. Howard C. Tinsley, who took us on a tour around the city and lunch at a fancy club. I bought myself two UV-200 tubes, a tube socket and an audio-transformer and assembled a single stage audio-amplifier which greatly improved the usefulness of my crummy SE-1420 receiver.

July 12: Completed cargo handling and departed 5 PM for Buenos Aires.

July 15: I awoke to find us anchored in Buenos Aires Harbor awaiting quarantine officials. About noon, tugs brought us dock-side in La Boca which literally means "the mouth" but which actually designates the entire dock areas which are nearly as extensive as those in New York Harbor.

For reasons unknown to me, we were scheduled to remain at the dock for nearly three weeks even though cargo unloading was completed in a few days. This long stay gave me opportunity to tour the city, the famous race track, the casinos and to attend several performances of the famous Monte Carlo Opera Company at the fabulous Teatro Colon which is said to be second in grandeur only to the Paris Opera House. I tried in every way, without success, to get a replacement armature or motor-generator even to the extent of calling on Colonel Nance, who was head of the Radio Corporation of South America, and his technical manager Mr. Hayes. This contact was arranged by Mr. Feeley the Commercial Secretary at the American Embassy. Although I could accomplish nothing about a generator, these kindly men introduced me to a host of other friends and I was included in many pleasant dinner parties. All in all, the

stay in Buenos Aires was most enjoyable.

Aug. 4: At noon today we moved ship from La Boca to Dock Four. The Skipper decided to navigate through narrow channels and through several draw bridges without the aid of tugs. At one bridge the tide caught us and we banged into the concrete abutment of the bridge knocking a big dent into the steel plates of the bow. Marine inspectors decided that the damage was minor and that we were seaworthy. We loaded the two after holds with bulk corn, the forward hold with raw hides that stunk to high heavens, and the number two hold, just forward of the bridge structure with sacks of bone fertilizer which also stunk.

Aug. 8: Departed Buenos Aires and arrived back at Montevideo the next day where we loaded more sacks of stinking fertilizer. Weather still cold/rainy.

Aug. 10: Departed Montevideo at 2200 hours local time bound North for Santos, Brazil. Sent several messages to shipping agents in Buenos Aires. Used minimum power.

Aug. 11: Heavy swell running and ship rolls alarmingly. Have to secure all moveable items in the radio shack and hang on to the operating table to maintain balance. The ink bottle upset and spilled ink all over my "Berne lists". Meals are a problem. Plates slither and slide, water glasses and coffee cups half-filled otherwise the liquid spills.

Aug. 12: Wow! What a day. A force ten gale blowing. Wind busts to sixty miles per hour. The waves are mountainous. Must cling to a life line to cross the deck from radio shack to my cabin. Spent some time in the pilot house watching the excitement. The wind howls and roars and the rain drives against the windows with such force one would think they'd break. The ship fairly shivers with the force of the wind and the waves. It is really terrifying. I've never seen such waves before. At times were are in the hollow between waves that are higher than the pilot house and we can see nothing but a wall of water everywhere. Then the water wall collapses on us and there's

nothing of the ship showing above the water but the masts and pilot house. Many times I thought we weren't coming up again, but always the ship sluggishly heaves up and tons of water roll off the decks. Moments later we seem to be fifty feet above water, supported only amidship by an enormous wave on which we seem to yaw as much as 45 degrees off course. Everyone is worried. We are running engines at slow speed so that our own momentum wont drive us to the bottom once we are headed that way with tons of sea water on our decks.

I have kept a continuous radio watch expecting to hear distress signals from other ships and ready to send one myself if so ordered. Half the crew are sea-sick but fortunately I am not. Even thought I regularly eat such food as can be prepared, mostly sandwiches and coffee, I feel rotten.

Aug. 13: Rain has ceased and the sun is shining but the waves are still intent on swamping us.

Aug. 14: Sent two messages regarding our ETA at Santos. Seas abating and weather warming. Couldn't fit the sack until 2 AM because of poor service at SPS (Santos).

Aug. 15: Arrived Santos 9 AM. To shipping agents and bank with the Skipper. Skipper and I lunched at the Commercial Club with Mr. Bacon of Federal Express Company (ship's agents) and Cap't. Mitchell of the SS LIBERTY GLO and Cap't Manning, Skipper of the SS WEST MOHAWK. In the afternoon "Sparks" Smith of the LIBERTY GLO came over for a rag chew.

Aug. 16: Loaded some bagged coffee beans and were all ready to shove off when the engineers remembered to sound the bells and found 60 inches of water in the bilges. In consequence we had to unload most of the bagged fertilizer from number 2 hold until a tunnel under the remaining bags gave access to the bilge manholes. Found many loose and missing rivets in the hull plates where water was pouring in. Helmeted divers knocked out bad rivets and replaced them with bolts. (Turn to Page - 39 Please).





# First Trip - Dingley

(Continued from Page 38)

Workers inside the stinking hull put washers and nuts on the bolts and wrenched them tight. Quarantine officials forbade us to off-load wet fertilizer bags on the dock, not even dry ones, and so the bags were piled high on the forward deck.

**August 19:** This unexpected stay in Santos gave me time to take a fascinating rail trip to Sao Paulo high up in the mountains. The grade is so steep (30 degrees in some places) that trains progress in stages defined by each terminal of a succession of endless cables. The steam engines clamp onto the cable. There must always be one down-going train to counterbalance the upbound train and both engines chug along at full power because the cable itself is merely an idler. It seems so strange to be near an engine chugging at full power down a 30 degree grade. The City of Sao Paulo. It's a beautiful city but many buildings were wrecked by artillery shells or pock-marked with bullet holes in consequence of a recently concluded revolution. They occur with considerable regularity in South and Central America.

**August 20:** The wet fertilizer bags on deck are crawling with maggots and the millions of flies make life miserable. They bite and they are into everything, even in the food. The stench is sickening. Most of the crew and I are ill with dysentery. Worst of all, the rotting fertilizer generates such heat between the lower bags as to create a real fire hazard.

**August 25:** The Skipper couldn't get a firm decision from the local shipping agents as to disposition of the fertilizer and so the skipper decided to cast off for Rio, taking an awful chance of capsizing if we encountered bad weather with a deck load of fertilizer nearly as high as the pilot house windows. Fortunately the seas were calm but the breeze blew the stench right in our faces. It was awful!

**August 26:** Arrived harbor of Rio de Janeiro, Brazil at noon today. As seen from the harbor, the city is beautiful and Sugar Loaf Mountain looms impressively at the harbor entrance.

**August 28:** A decision has finally been made to dump this stinking fertilizer at sea.

**August 29:** All day at sea with gangs of laborers dumping the stinking bags overboard; skipper had me send many messages. Used lowest power to reach Rio shore station. Had to stand watch all day. Ship returned and anchored in harbor at 7 PM. Must repeat some dumping tomorrow.

**Sept. 1:** Dumping completed and we departed Rio at 8 PM for Jacksonville, Florida.

**Sept. 5:** TR. 720-miles NE of Rio. Weather very hot. Motor commutator leads coming loose again. Much sparking. Managed to contact SS AMERICAN LEGION on low power. He will relay my position report and equipment problem to SORS in Jacksonville.

**Sept. 15:** TR. 1581 miles SE Jacksonville. Spent last ten days removing and repairing and replacing armature of that blasted M-G at least 6 times! Ambient temps in the grating above engine room about 150 degrees. I'm dehydrated and exhausted. Motor breaks-down each time even on low power. Had to abandon all attempts to repair it.

(Continued at right)



THE WIRELESS WOMEN



FIRST IMPRESSIONS DURING THE FIRST WATCH ON THAT FIRST SHIPBOARD JOB!

## ....With Fear & Trepidation

**FIRST TRIP!** Do you remember your first assignment? We thought our staff cartoonist, Ralph Folkman, caught the mood, or reflected the feeling of us young neophyte's perfectly! All of us had to make his or her **FIRST TRIP**. We selected **Captain Ed Dingley's** story because it nostalgically brings back some of the early memories of a period of our lives that we would like to relive.

There is no doubt but that 'wireless' has brought infinite benefits to mankind. On a more personal basis, wireless has been used by many of our members as a stepping-stone to a college degree or improved position or status in life. We can all look back to our first ship as the nostalgic prologue of the chapters (of our lives) that followed - with heartfelt appreciation of all of us that were touched with this magic wand.

**Sept. 15-18:** Tried every conceivable method of contacting another ship to relay our ET Jacksonville. Tried a keyed buzzer in antenna circuit. Tried regenerating the receiver into oscillation on 500 Kcs. and keying the plate circuit but can't raise ships passing within sight of us. What I wouldn't give for an old Ford spark coil! Tried signalling passing ships at night with our searchlight blinker but the watch officers paid no attention. If they only had sense enough to call their radio-operator to read my blinker signal!

(Concluded on Page 40)





Sept. 22: Dropped anchor in St. John's River, Jacksonville at 7:15 PM last night and docked at 10 AM today. The Shipowner's Radio Service man came aboard with blood in his eye. He had received no position reports or damage report that the SS AMERICAN LEGION was supposed to have relayed and he was ready to charge me with dereliction of duty, malfeasance, misfeasance, non-feasance and probably illegitimacy until the Skipper, and mates and the engineer office cooled him off by telling of my untiring efforts to repair that motor-generator.

Then it was my turn. I recited my efforts to get the Philadelphia office of his company to re-locate the motor-generator before the voyage started. I charged his company with violating the 1920 International Convention in not providing emergency equipment capable of operation in the event of any kind of failure of the main equipment and offered to discuss the matter with the Department of Commerce Inspectors. He quickly became most amicable and cooperative. His technicians installed a new armature and the next day while I observed their sweaty labors with a suppressed grin.

Sept. 26: Departed Jacksonville bound for Norfolk, Va.

Sept. 28: Called from bed by Skipper's orders to stand watch because we are in another bad storm. The ship is rolling and bucking like a bronco. As ordered, I obtained bearings from three shore-based Navy D/P stations. Very difficult because of heavy static but got a fair fix.

Sept. 29: Storm still bad. Visibility nil. Requested several D/P fixes so we could find Cape Henry. Entered protection of Chesapeake Bay and dropped the hook.

Sept. 30: At sunrise we proceeded to dock at the Municipal Pier in Norfolk. Because I was already late for school, the gracious Captain Battyr rushed the necessary procedures to find a replacement operator, to pay me off and to sign my license with the comment "Excellent". I re-entered MIT as a junior on Oct. 6, 1924.

EPILOGUE... This voyage has been a wonderful experience, a lesson in responsibility and a rejuvenation of body and soul.



BY - Col. Harry D. Copland, USAF/RET (893-SGP)

The sea is gentle in those moments before night crumbles away to a quickening dawn.

The waters are alive, supple with a dark liquid grace. A few reluctant stars gleam faintly upon the throat of Heaven. Our good ship plows the tranquil tropic sea in what seems to be unlimited space, with the calm, steady heart throb of the triple-expansion driving force.

Our shack is on the hurricane deck. I am perched on the foothold threshold of the door, waiting for the end of the "dope watch". My head-set, connected to

the crystal receiver by a long cord, tells me that signals are starting to fade as the magic of darkness departs. High pitched, sing-songy VCE, up there on frigid Newfoundland, tones down to a whisper --- the drawl of Miami's WST seems to come from a tightly shut locker --- EDF's powerful voice is giving M hell in Spanish because Habana hadn't answered pronto -- New Orleans is patiently repeating each letter three times in an attempt to foil the static that plagues Swan Island's US relay station.

Now the soft darkness starts to dissolve, slowly, ever so slowly, the black water turns to midnight blue and in the east where the horizon meets the edge of Heaven the first pearl strokes of dawn paint themselves upon the distant sky.

A lone sailor, scrubbing bulkheads, kicks his metal bucket and violates the purity of the quiet.

Now the eastern reaches of the sky are ornamented with fresh silver and the tiniest overtones of gold, as if the sun is announcing itself. Purples and rich pastels follow and the morning starts to throb with color.

Slowly and gracefully the water is made brilliant, iridescent with colors that sheen like silk moire. It is, I repeat a gentle sea which sends tiny waves rippling with saurian ease to nibble delicately at our hull.

I have company.

A lumpy, middle aged tourist, dressed in sport-shirt and plus-fours plods along the rail. He gives me a quick, disinterested glance, then moves along, head bent downward as if searching intently for some lost object in the sea.

Does he feel the kinship with the sea that I have -- drawn there by the umbilical cord of time which reaches back to when it was truly Mother Sea from which life emerged?

I laugh half embarrassedly for such fanciful notions. The sun is rising.

First it sets a gathering of clouds upon the horizon to fire and they glow as if laced with live coals.

It climbs higher and inscribes itself upon the waters and builds a broad corridor of gold upon the sea. And as it moves upward into the Heavens, thundering above the clouds in the freshly-minted glory of the new day, I could understand why so many early civilizations worshiped the sun.

There is an electric-like quality to the air. A sweetness in the breeze. I delight in the deserted stretches of the deck which soon will be crowded again.

A gull glides from out of the sky astern, winging in a series of silky arabesques, as if given a personal performance before flying away.

Suddenly, the sharp metallic sound of the ship's bell announces the hour.

It is time to turn over the watch. The blazing sun wheels along the archway of the sky in full command of day.

The sea has worked it's therapy. A peaceful bunk beckons as I sign the log.

Note: The above beautiful piece of writing is reprinted from "ORN" with permission of Member Copland and Ray Guy, Editor of the GOLDCOASTERS fine publication. Ray, incidentally is also a SOWP member (160-P).

He adds as footnote: "Conditions described by Harry existed prior to WWI. Swan Island was maintained by United Fruit to relay between New Orleans and the Caribbean banana ports and operated on roughly 2,000 meters. Gulf static made life miserable, as old hands can attest who winced at the horrible "grinders" which came with unending regularity and wore down one's nerves hour after hour, six hours on and six off...all the time at sea. Our Paul Callant was an operator at Swan Island. I was there, Charley! Harry brought it all back, most graphically. VCE, Newfoundland, and WST, Miami Beach were stations of outstanding character and identity and could be heard and worked at night all over the north and much of the south Atlantic Oceans.

Thanks to both Harry and Ray for the above. I am sure all members will enjoy TU es 30.



# PHILATELIC TELECOM

BY JIM KITCHIN 84 P

**M**any Old Timers, especially when retired, find themselves at a loose end and a hobby is a good thing to have. Of course there is always amateur radio but in these days things are so small and crowded on a circuit board that not everybody takes to this kind of thing. It is not uncommon to have a board about 2 x 4 inches with 60 or so soldered connections. The alternative is to buy a complete set but, here again, many do not wish to go into amateur radio after spending a lifetime pounding brass. So why not try Philatelic Telecom?

This hobby takes up practically no room at all, a three-ring binder will hold it. It is absolutely noiseless and it can be as cheap or as expensive as you wish.

All operators know about the ITU which, in 1965, celebrated its 100th anniversary. However, apart from stamp collectors, would you know that many countries issued ITU commemorative stamps to mark that occasion? They make a very nice and attractive showing and is always something to talk about to people who never learned the code. Apart from the satisfaction of acquiring the stamps, there is the possibility they will rise in value as the years go by. Such a specialized collection is called a "topical" collection and has more value than a conglomerate collection of "World Wide" stamps which can be obtained in packets ranging from a few cents to some dollars. These mixtures are usually full of common stamps (what would you expect for \$1.98?) which can probably never be sold for what they cost you. (Ye Ed's Note: The decorative stamps used on the borders might be called a "topical" collection on ships. Here again one can specialize in kind, type, date etc.).

Telecommunications is a wide subject to cover in the stamp field so I suggest one could start with the ITU 1965 stamp and then go on to sub-topics such as landline telegraphy, telephony, instruments (keys, microphones, antennas, etc., all shown on stamps), miscellaneous conferences (African Union of Posts and Telecom etc.), famous telecom people depicted on stamps (Marconi, Bell, Morse, Hertz, Ampere, Armstrong, Brandy, Popov, etc., etc.) Cables and cable ships, radio stations (Guatemala has a stamp - the first radio station to be shown on a stamp, issued in 1919). In 1956 Ivory Coast issued a stamp showing Radio-Tahou as it was in 1912. Then there are telecom anniversaries, space communications and, if you name it, there are probably stamps showing it.

It goes without saying that if you research the subjects shown on such stamps you will find yourself in many interesting byways. Italy has a stamp showing Marconi and Meucci but who knows of Antonio Meucci? He is little known and it took some digging. (Continued to next page)



**T**HIS is a new age, an era in world affairs with magnificent new horizons which dangerously effect our thinking and consequently our attitude towards country, community, friends and acquaintances.

Therefore, it is essential that we, singularly and in groups, examine the complexities and perplexities of this new age with a view to reorganizing and re-arranging our spiritual, mental and physical ideologies.

Demands now being made upon all people everywhere are ominous and excessive. Science has advanced beyond our economy. With new and scintillating horizons inviting us to material pleasures on all sides we are rushing hither and thither seeking to experience as many of these pleasures as possible.

Thus, our time, our most precious possession, should be divided into balanced proportions corresponding to hours in our day. We must provide a portion for the service of our Creator and our fellowmen; we must provide a time for our usual vocations and we must provide a time for relaxation and repose.

There is so much to see, so much to do, so many material pleasures to achieve, that we strive to gain them all! This is an impracticability! We partly accomplish our mad rush for material things by diminishing the time we should devote to the spiritual and mental and increasing the time we use for physical satisfactions.

This tendency has caused a dangerous loss of balance in most of our lives. We are victims of the most distressing frustrations known throughout the entire turbulent history of mankind.

Should we proceed at this breakneck pace, continually leaning more and more to the physical and neglecting spiritual and cultural pursuits, we will eventually wreck our churches, our economy, our nation ... and ourselves!

Therefore, why not seek solitude in some quiet retreat where one may divest mind and conscience of the superfluities of life and prepare mind and heart for those golden hours which are the days of our years to come.

*Gilson Willets*

**PX, WX, SKJ'S**

PIONEER MEMBER, Homer Courchene (182-P) says he still likes to sit down and copy WX and PX...encloses some schedules that fellow members might like to listen to as follows:

PX	8:00 AM (EST)	NPG	12,966 mc	end at 8:47AM
WX	8:10 AM	WCC	8,670	8:27AM
PX	8:45 AM	VIS	8,480 (28)Sydney	9:45AM
PX*	10:20 AM	WNU	8,495 & 12,825	11,14AM
<b>Time</b>				
<b>Hydro</b>				
WX	11:55 AM	NSS	12,135	2:15PM
WX	12:10 PM	KPH	15,000	12:20PM
PX	10:00 PM	WCC	8,586 & 13,051	11:--PM
PX	10:00 PM	WSL	8,514 & 12,997	11:--PM

\*Px SKJ may have been discontinued.

**TELECOM-KITCHIN**



(Continued from Page 41)

to discover that he is credited with coming up with the metal diaphragm which was later used by Bell in his "electric telephone". Some countries have "tax" stamps to be used in addition to ordinary postage and the funds so raised are allotted to various plans such as telecom employees pensions, new communication building funds, and so on. In one case France issued a stamp on which the face value is shown as 90 plus 50 (centimes), the 90c being postage and the 50c a special levy to collect funds to celebrate the 50th anniversary of the Eiffel Tower. Remember "FL" on long wave? The man who installed the first FL equipment (General Ferrie) is also shown on a stamp. Do you want a picture of the USSR "moon buggy"? Bulgaria has it on a stamp. Want 3-D stamps? Bhutan has them. You may also get stamps printed with aluminum or gold foil and not everybody who licks stamps knows that a lot of them have bars which show up only under fluorescent light (for automatic mail sorting). If you get tired of looking at square stamps you can look at triangles, oblong, or round ones. Tonga even went to the extreme of making a stamp in the shape of a heart, and another in the shape of the island, but these latter are not telecom subjects.

Whatever your interest is you will find it on stamps from aircraft down through animals of all kinds, birds cities, dancing, languages and music, mathematics and science, medical (you can even specialize on 'malaria' stamps!) and so on down to religion, revolution and wars, ships, sports and, finally, signs of the zodiac! Do you want a miniature art gallery? Most famous paintings are shown on stamps. So it is evident you can expand in any direction and there is always Europa CEPT (Conference of European Ministers of Posts & Telecom) for which there are yearly issues by many European countries.

How to get started? Walk into a stamp store and look at the catalogs but DON'T become confused and discouraged by the fact that catalogs show hundreds of thousands of stamps. And don't walk into a store and expect the dealer to produce exactly what you want as no dealer could possibly stock all the stamps ever issued and, in fact, some stamps become scarce and are consequently harder to find. There is a British Guiana stamp of which only one is known to exist. It recently sold for \$280,000.

Most dealers do not stock specialized stamps, therefore the usual practice is to make up a "want list" which the dealer will order from his wholesaler but, here again, many dealers do not want to be bothered with want lists. However, fortunately, there is a very satisfactory way of doing business by means of mail "approvals". This requires getting in touch with a dealer who does business by mail. He obtains the stamps you want (generally knowing the source of supply) and sends them to you on approval. Anything you do not want is sent back with a remittance for those you keep. This is carried out on the honor system and on receipt of your remittance the dealer sends you another lot. Of course, anything specifically ordered, which the dealer obtains for you, should be purchased unless in some way it is unsatisfactory as to condition. Not all dealers handle "topicals" but it may surprise you to know that there is an American Topical Association with many thousands of members who specialize in one or more of the subjects shown on stamps.

Stamps are something which cannot be exhausted in an informative article so if you would like to ask questions, please do so. However, I would appreciate SASE, or if outside Canada, the envelope with an International Reply Coupon for postage (available at postoffices). My address is 369 Nigel Ave., Vancouver, British Columbia, Canada.

Gilson V. Willets (22-SGP) Society Historian also owns the "Flying Horse Stamp Co." Villa Grande, Ca., 95486. He also would be glad to assist. Send SASE.



BY HENRY W. DICKOW



DECEASED

CENTENARY

TALES OF THE WIRELESS PIONEERS -- Henry Dickow

# SPOTLIGHT ON Samuel Finley Breese Morse

*"What Has God Wrought?"*

### EDITORIAL NOTE

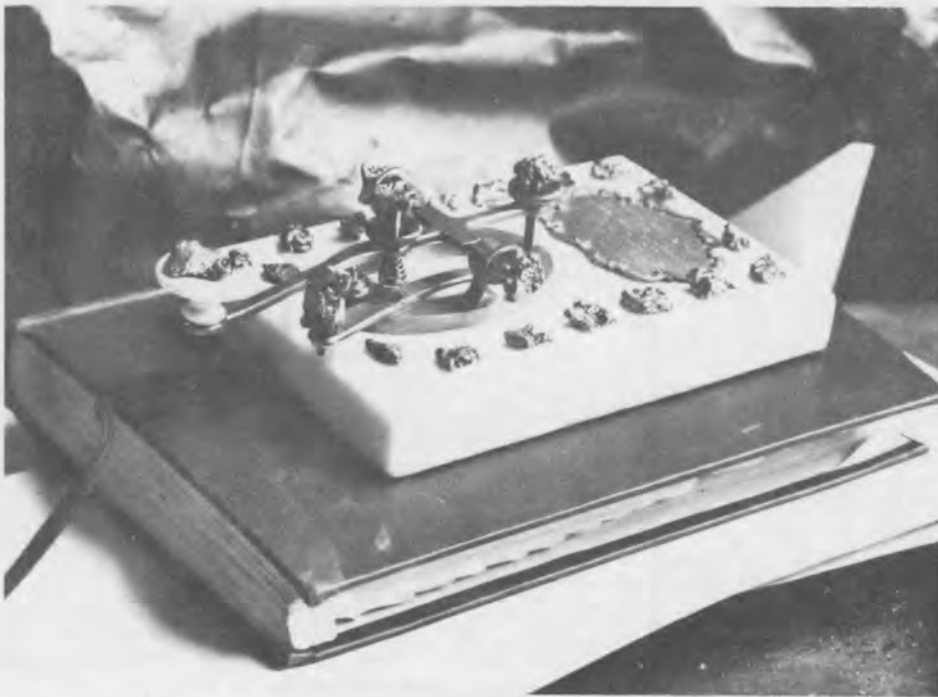
The Centenary of the death of S.F.B. Morse will be observed April 2 1972 and we think it proper for our "wireless group" to join with members of the Morse Telegraph Club and their fraternity in honoring and giving proper recognition to this great inventor. It will be recalled that many of the early wireless pioneers were former Morse men, lured to operating jobs aboard ships and at shore stations by adventure or higher pay. Morse code, was in fact extensively used at sea until confusion made it mandatory that only one code be used. Article 6 (XV) Service Regulations annexed to the Berlin Convention of 1906 made the use of INTERNATIONAL MORSE CODE mandatory. The code shown at the right is not the 'original' Morse code (developed in 1837 by Mr. Morse and Alfred Vail) but a refined "fast" code revision drawn up in 1844 to give the shortest signals to the most frequently used letters. It was adopted for use on all Canadian and U.S. landwire circuits. Most of the code for punctuations was developed many years later (Circa 1875) by Walter P. Phillips for use on AP's first leased wire circuits. (W.A.B.)

After repeated denials, the Congress of the United States in 1835 made funds available for the construction of an experimental telegraph line between Baltimore and Washington.

And over this circuit, the inventor of the telegraph himself sent the historic words in the dots and dashes of a code he had earlier compiled:

"What Hath God Wrought?"

(Turn to Page-44 Please)



### THE PRESIDENTIAL TICKER (KEY)

The most famous telegraph key in the world is the Solid Gold telegraph key used by the White House for "Button Pressing Ceremonies". It is made from the first gold ever taken from the Klondike Valley and has been used by every President since 1909. (This photo. purchased from International Newsreel-circa 1925, by Ye Ed for use in his publication, The Communications Journal, Pub. 1930, suspended after a very short life. Response was great - but the cash was low !

### MORSE CODE

Used on land lines in United States and Canada

A	• —
B	— •••
C	••• ••
D	— ••
E	•
F	— ••
G	— •••
H	••••
I	••
J	— ••••
K	— ••
L	— •
M	— —
N	— •
O	•••
P	•••••
Q	— ••••
R	••••
S	•••
T	—
U	••••
V	•••••
W	— •••
X	— ••••
Y	•••••
Z	•••••
&	•••••

### Figures

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8	— •••
9	— •••
0	—

### Punctuation

(.)	•••••
(,)	•••••
(?)	•••••
(:)	•••••
(;)	•••••
(-)	•••••
(!)	•••••
(")	•••••
(/)	•••••
( )	•••••
( )	•••••
( )	•••••
( )	•••••

# The Morse Telegraph

By Henry Dickow

(Repeat) "WHAT HATH GOD WROUGHT?"

The man at the telegraph key was Samuel Finley Bressé Morse.

He had sent the first four words ever transmitted by wire from one city to another; earlier experiments were conducted between points only a few hundred feet apart.

Morse was at one and the same time an inventor and an artist, but from brush and essel his rewards were small, thus prompting him to turn his talent to the field of electricity and magnetism.

He found that a steel bar would be attracted to an energized magnet when the current was turned on - and would be released the moment the current was disconnected. By allowing the steel bar to act as a lever with a spring attached, a to-and-fro movement could be accomplished with the aid of a switch. And this switch soon became the telegraph key, for a switch it actually is.

Morse then built his first telegraph sounder, not unlike the instrument in use today. Its principle is precisely the same. Only the mechanics of it were changed.

Then came the Morse Telegraph Code, and with it also came confusion among those who sought to master its technique. The Morse code consists of three elements: dots, dashes, and spaces. Spaces between the characters of a letter, and additional spaces between the letters of words. This dual method of spaces has ever since been the bane of the wireless operator.

Although the wireless telegrapher uses a code of his own - the Continental, or International Morse, in compliance with worldwide regulations, he is often required to also be proficient in the early Morse or landwire telegraph code. In cases where a wireless shore station is served by a Western Union or Postal telegraph line (sometimes both), the operator is required to work it in Morse. He receives the message over the air in the Continental or International Morse as it is also called, then transfers it to the land-line in conventional Morse. The Continental Code has dots and dashes only, with no spaces between the character of a letter - only the spaces between letters of a word. But when he changes over to the land-line, the code he then uses, Morse, is - as was said earlier - composed of dots, dashes, and spaces which make up an individual letter, plus the conventional spaces between letters of a word. This use of two different codes has resulted in countless errors, some of a very grievous nature, costly, and often irreparable.

Morse saw in his system a means of saving time. His Code was more dots and fewer dashes than the Continental. Dashes take longer to send, thus it takes more time to send a word or a message in Continental, but the probability of error is greatly lessened.

Still worse with conventional Morse is a dash of twice the ordinary length for the letter L. The Morse T is a short dash, the letter L a dash twice as long. A word, such as little would start with a long dash, two dots, a short dash, another short dash, a long dash followed by space, then a dot.

To the early Morse telegrapher who first studied and then made use of the original Morse code, all was serene. He learned but one code, used but one code, and would never know how simple another code could be if the dashes were all of the same length, and if none of the letters used spaces in addition to the dots and dashes.

To bring order out of chaos, the original Morse code, as it was first used by the early wireless pioneers, was discarded for the newer, simpler, safer and surer Continental. The long dash was eliminated, and there

were no spaces between the characters which make up a particular letter, such as C, O, R, Y and Z.

In Morse, the letter C is made up of two dots, a space and another dot. In Continental, this same letter is dash, dot, dash, dot. O in Morse is a dot, space, dot in Continental it is three dashes.

When the Morse code went out of wireless, confusion went out with it. The wireless operators in the services of the Army, Navy, who are in some cases required to work both on the air and on the land-line telegraph circuits, have long since taken it upon themselves to use the Continental Code for both services.

But in World War One, when an expert knowledge of both codes made mandatory in many locations, the headaches of the operators were at times unbearable.

If you have ever listened to the clicks and clacks of a battery of telegraph sounders in a Western Union office of the early days, you must have wondered how the telegraphers were able to distinguish one from the other. To combat this dilemma, each operator would "tune" his sounder to a pitch unlike that of the others, and the resonator shell in which it is mounted. By denting the tin can, and by a choice of placement, a wide variety of pitch is obtainable. Each operator then attunes his ear to this specific sound, and the racket from other instruments on all sides of him mean nothing at all. He is oblivious to all but his own.

- 50 -

## THE FAITH OF SAMUEL MORSE

By Alfred K. Allan

The lean figure of Samuel Finley Bressé Morse stood beside the table holding his telegraph apparatus. On this calm day -- March 24, 1843 -- the United States Supreme Court's chamber located in the Capitol at Washington, D. C. had been turned over to him for his most important undertaking. Here and now, Morse would prove that his method of telegraphing messages was practical.

He hesitated for a few seconds, poised above his instruments, his finger on the key. It must work, he thought to himself.

Samuel Morse, a minister's son, was a man of great faith. He pursued his inventive talents with courage and determination. When he first devised his telegraph in 1838, he tried to get our Congress to grant some funds to him for the construction of an experimental line stretching from Washington to Baltimore, to be used to test his telegraph. But a number of Congressmen would not believe Morse's telegraph would work. They refused to give him any money. But Morse would not give up. He crossed the ocean in an effort to procure from some European country the funds he needed.

For four years, Morse roamed Europe, pleading with the leaders of each country for help. But none would give his invention a try. In 1842, a weary but still determined Samuel Morse returned to the United States to go once again before the Congress with his request for money.

Another year passed, and still no action was taken on Morse's bill. Congress was preparing to adjourn its session, and the bill was their last piece of business to be attended to. Would it pass this time? Morse was waiting at home for the decision.

The clock ticked on and still no word from Washington. As midnight came, the bill was finally brought up and a vote was taken. The report was in the affirmative!

And now it was the day to prove to Senators and Congress that his invention was truly practical....

He pushed down on the telegraph key and clicked out in code his message, "What hath God wrought."

In a few seconds, the key clicked again as the message came back from his assistant in Baltimore exactly as Morse had sent it, proving that the message was received. Morse jumped to his feet and executed a joyous caper. His telegraph had worked! - 50 -

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# early wireless stations

BY

Ed Marriner, W6BLZ, 528 Colima Street, La Jolla, California

Here is  
a brief history  
of early wireless



E. H. Marriner

The old time wireless stations, like the operators who manned them, are gone. The golden age of the sea-going wireless operators who operated the rough notes of spark transmitters or nostalgic musical notes of the arc, made the blood flow in any young man with a wanderlust. The old quenched spark gap with the pickle-jar muffler had a far away sound and lured many an operator off to sea.

In the very beginning I can imagine the young operator, his first time on board ship, with a new transmitter resting in front of him, getting the fragrant smell of lacquers and phenolic compounds enclosed in the tight, stuffy wireless shack. Outside, the smoke, stack gas and carbon grime covered the bulkhead. The canvas lifeboat cover outside the porthole was encrusted with a combination of salt spray and soot.

Perhaps the new operator would familiarize himself with his new treasure before the ship got underway. He might turn on the switch and press the key as they taught him in the Marconi School in San Francisco. Maybe he

would take a pencil and draw an arc from the antenna leadin, or watch the meters flick a few times to instill confidence in himself (this was before the time of radio inspectors).

Once back from a long voyage, Sparks would come into port looking for a new berth, spend his money and be out of work. What would he do? Casserly's Bar on Market Street was the most likely place where he could get a free hardboiled egg and a ham sandwich for the price of a five-cent beer.

Next in the order of things, the wireless operator had to check in with Malarin, the hiring agent. Malarin would generally tell young Sparks to wait in the static room. Hours would go by. Finally, the young man would stick his head out the door to find Malarin had forgotten him and gone off to the ball game.

Eventually he would be on board another ship with a little more experience. He might have picked up a bag of silicone so he could pick out some good hot crystals for the de-

tector in the ship's receiver. Some of the time might be spent building a receiver from army surplus audio tubes or fixing the spark gap by putting a 30-30 shell case over the gap for a better sounding note. There was also that little trick of dropping the helix to broaden out the signal. Once out of port, he could contact a navy station on 2300 meters using this modification.

On the return trip, young Sparks might have gathered a few bottles of "Old Crow," because prohibition was in effect, and hide them away for his friends. The stowage problem was always solved by putting a few bottles from Canada in the transformer oil or behind a high-voltage fuse panel.

How did wireless start and lead up to glamorous sea-going jobs? There were many tinkerers and experts like Loomis, Tesla, Preece and others fussing with wireless before Marconi. Professor Amos A. Dolbear, of Tufts College, attested to the successful experiments of shipboard wireless by Lt. Bradley A. Fisk prior to August, 1888. Lt. Fisk wound a number of turns of insulated cable around the USS Newark lying at the New York Navy Yard and likewise around a yard tug. He could receive signals a short distance away with a telephone receiver. The system, however, was called induction wireless, and he couldn't claim the invention of wireless.

Nothing really happened in the way of commercial communication until Marconi connected an antenna to his transmitter in 1895. The libraries are full of books about Marconi and his early experiments. It is noteworthy to say in passing that while others dabbled, Marconi had vision and did something about it! On June 2, 1896, he obtained a patent and took his apparatus to England to obtain commercial backing.

Things began to happen fast, and in just a few years, wireless communications were a reality. In 1897, Marconi was operating his

Cliff Watson, in 1906, at Dewey Mine, near Grand-  
terville, Idaho. It was his first wireless job. Inset  
shows Cliff as he looks today in Navy uniform.



continued on page 48



*Eben K. Cady*



**President**

*Society Of Wireless Pioneers*





## ... of, by, and for - the 'Professional'

**I**n the early days of 1968, Bill Breniman, the founder of our Society often thought . . . how nice it would be if all the old pioneer wireless brasspounders could get together for a reunion, to meet and visit each other periodically after the lapse of years - to renew acquaintances with old ship mates and friends. Perhaps we could even invite some of the "Sparks" still going to sea to join us -- they could learn 'where we have been' and we could learn 'where they are going'.

He thought . . . there must be several hundred old-timers in our area who might just like the idea. He knew of course, there were many more but he also knew that many had grown very reluctant about joining clubs or organizations of any kind.

This he thought, was largely because the organizations that did exist were phasing out the professional wireless operators - at least they had opened their doors to nearly everyone in the electronic field, regardless of 'specialty'; hence, the professional brasspounder had become a 'near' non-entity, due mainly to their new conglomerate membership taking over. Several organizations that did offer some interest were established for amateurs and primarily 'amateur' oriented. Unless you were an active 'ham' you were merely tolerated. Of course, your dues were very welcome! The idea of a "Simon-Pure" organization... of, by and for the professional wireless brasspounder at least where they had full control of their own destiny, was one of the big ideas back of his thinking.

Thus, the SOCIETY OF WIRELESS PIONEERS was founded and the only requisite was that the applicant must have earned his living as a wireless operator ashore or afloat at some period of his or her life. It did not make any difference if it was commercial, government or other service as long as he or she had been paid to handle traffic by C. W. and done so with a hand key or bug.

The response was astounding. It continues to be astounding. Before you receive this publication, it will have passed the ONE THOUSAND mark . . . and there are many more to come. We were also astonished to find that our membership is possibly more diversified than any of the electronic or communications societies

with the possible exception of the amateur radio clubs. We have members from every walk of life, doctors, lawyers, judges, brick layers, business men, farmers, inventors, journalists, etc., etc. It might seem to you that this is what the Society was trying to avoid. Not is the least, because we do have one common experience by which we can meet each other on common ground because each and every one of us has been a professional wireless telegraph operator, at sea or on the land.

Our membership now extends from Canada to Mexico and to many countries overseas. In view of our scattered locations, the matter of forming chapters is of great importance and all of you who do not have a local chapter now, should look into this, no matter how small the chapter may be. Guidelines for the formation of these chapters may be obtained from the National Office.

We have all seen the great changes in the past year in wireless communications. The code which was the pride and joy of S.P.R. Morse, is no longer used in point to point traffic by the big communication companies. In fact most of the radio circuits have been phased out and replaced by the co-axial cables and the communication satellites.

The one exception is the communication between the land and the ships at sea. This system is essentially the same now as it was in the beginning. There are many problems to be overcome before any change can be made. It is absolutely necessary that one common medium be used by every ship afloat to insure the safety of life at sea. It has been suggested that the radio telephone might take the place of the telegraph, but there are many 'bugs' to be ironed out here. Radio communication between points on the surface of the earth is subject to many hazards and voice transmission is far more vulnerable than telegraph, and language barrier is a big problem. So for the time being, at least, ship communications remain the same as launched by Marconi, but of course reflecting the improvement in equipment..

I wish here to extend to all our officers, thanks and appreciation for their dedication, and for their time and efforts toward the operation of the SOCIETY OF WIRELESS PIONEERS... and to all our members . . . my heartiest of greetings. 75 -...- "Eb" -...-

## Early Wireless Ed. Marriner



Portland, Oregon's own retired radio inspector, Joe Hallock, W7YA, on Board the SS Alaska in 1917.

own company and was transmitting signals 12 miles away. He reported that Kingstown Yacht Regatta for the British newspapers ashore as a publicity stunt in 1898. The next year, he was able to increase his transmitting distance to 66 miles. The same year he founded the American Marconi Company in Wellfleet, Massachusetts.

The U.S. Navy first tried wireless when Marconi installed sets on three naval vessels. The first official naval message actually took place on September 30, 1899, when Marconi sent the following message:

### Via Wireless Telegraph:

To: Bureau of Equipment, Washington, D.C.  
From: USS Connecticut

Under way in Naval parade via NAVESINK station. Mr. Marconi succeeded in opening wireless telegraphic communication with shore at 1234 PM. The experiments were a complete success.

Signed Blish, Lt. USN

This message was received at the Highland Station on the New Jersey coast. By 1901, all major ships in the U.S. Fleet had been equipped with German-made wireless equipment after three U.S. Naval officers had been sent to Europe the year before to examine various equipment.

On December 12, 1901, Marconi sent a signal across the Atlantic Ocean. His signals

were also reaching the Hawaiian Islands, and the army became interested. During 1902, the navy was installing Slaby Arco, Braun-Siemens-Halske equipment designed by Rochefot and Ducretet of France and equipment made by Lodge Muirhead of England. They also purchased DeForest equipment and quenched gaps of American design, including the Lowenstein gap, Simon and others, but it was not until 1909 that the USS Connecticut and USS Virginia had wireless telephony.

Military communications really started in 1903 when the first real message was sent across the Atlantic Ocean and the U.S. Army established communications in Alaska. The first message in Alaska was transmitted on August 7, 1903. At this time the navy had only six wireless stations. Because of foreign control of Marconi equipment, a complete change was made to the Slaby-Arco equipment.

The first International Wireless Conference was held in 1903. At this conference, CQD was added to the operators' signals for distress; however, the Germans continued to use SOE. The New York Navy Yard had a wireless school established with 13 students. DeForest went to England to demonstrate high speed Morse sending. Pop Athern and Harry Brown, two DeForest men, set up a station in Shantung, China. Romance had begun! A wireless net from Lake Erie to Buffalo, New York was set in operation—a full 180 miles. The operators were known for their Lake-Erie swing, a term which has been handed down and puzzled many over the years.

By 1904, the navy had eighteen shore stations and thirty-three ships equipped with wireless. Nine ships of the Asiatic Squadron also had wireless. The Saint Louis Fair exhibited a 20-kW transmitter in contact with Chicago, 300 miles away!

The navy completed the West Coast wireless chain of stations in 1905. The same year SOS became the international distress signal. Lee DeForest sent the Institute of Electrical Engineers his first paper on the audion tube, and the first voice transmission by wireless was made.

In 1906, the United Wireless Company started spreading out over the U.S.A. Teddy Roosevelt's Great White Fleet was outfitted in 1907 and started on its way around the world. Twenty ships had DeForest equipment on board which was used to contact naval stations up and down the West Coast. The next year, the USS Connecticut, en route to Hawaii and New Zealand, contacted the naval wireless station high atop Point Loma, California, expanding the communications distance to 2900 miles.

In 1910, the Ship Act required all ships carrying 50 souls, including the crew, to have

wireless, although no license was required. On June 30, 1911, the young United Wireless Telegraph Company hung out the "Out of Business" sign. The officers of the company pleaded guilty to Marconi infringements and were convicted of selling stock under false pretences. The company was purchased by the Marconi Company on June 29, 1912, the same year the Radio Act required operator and station licenses.

In 1914, V. G. Ford Greaves compiled a chart showing the the average age of the seagoing wireless operator was 19. Several operators were listed who were only 15. They could be found in the shacks of the SS Asuncion, SS Yale and SS Harvard, cruising up and down the West Coast for United Wireless Telegraph Company.

In the Northwest, a lad could always find a berth on the Rose City HZ or stay ashore at O-2 in Portland, S-2 in Seattle, or take a

Syd Fass, W6NZ, on the left, and W7QY, with an unknown operator on board the SS General Lee near KPM about 1912.



spin at some of the fish cannery stations in Alaska. It was a great life and a thrill to listen to the rotary spark gap and fog horns when coming up the Northwest Coast. Alas, those days are gone forever—just a dim memory for a few of the old timers who are left.

Reprinted by permission - ham radio

October 1968



The

# WIRELESS PIONEER

## ARC AND SPARK WERE "KINGS"



### ... AND TUBES FIGHTING FOR A TOE-HOLD

## THE LINK THAT NULLIFIES DISTANCE

Here is a typical ship installation, aboard the S. S. Maui, with G. H. Lloyd, chief operator of the boat, at the set. Under his left elbow are switches controlling the transmitting set. Lower photo is of Richard Johnstone, district superintendent of the marine department of the Radio Corporation of America. SATURDAY, OCTOBER 10, 1925 THE BULLETIN: SAN FT



the General Electric Company and the Westinghouse Electric and Manufacturing Company.

The large radio firms long ago realizing the importance of swift communication, commercialized radio. First they used the old arc and spark systems which made a noise terrible to hear, but which nevertheless got results. With these they used the magnetic and crystal rectifier detectors.

#### IMPROVEMENT NEEDED.

Then came the era of faster transportation and with it the necessity for faster and more far-reaching communication, so the continuous wave, employing vacuum tube transmitters and receivers was developed. All vessels controlled by the RCA are either equipped or being equipped with the latest type of vacuum apparatus.

The RCA has a marine department which has been carried over from the old Marconi Wireless Telegraph Company, the first progressive commercial radio organization in existence.

Connected with the personnel of this department are men who have really been through experiences calculated to fit them to be where they are. An outstanding figure here is Richard Johnstone, district manager of the RCA with offices at 274 Brannan street. Here he maintains a testing laboratory and deals with the affairs of all marine radio on the Pacific Coast for his organization—with 200 ship operators under him, and all of the apparatus and supplies they need.

Johnstone has been connected with radio for many years, and during his seagoing days was known as the crack operator of the Pacific Ocean.

#### TELLS OF BEGINNING.

"Fourteen years ago the sea-going radio operator did not live a 'bed of roses,'" said Johnstone. "After becoming well acquainted with the cook on a vessel the next man to get in sight who was the chief engineer, because he was liable to pull the wires and send off the current for the radio set, if it took too much power.

"That has all been gone away with now through the advent of the inspection service and regulations of the government. Now it is necessary to have two or more licensed radio operators on every ship carrying 50 or more persons. Ships carrying a lesser number are voluntarily equipped to reduce the insurance rates for the convenience of owners and for the safety of their employees who ply the bony deep."

Marine radio is here to stay and now that its practical use has been demonstrated, it is destined to see many improvements in the years to come.

## Research Departments Accomplish Big Improvement in Marine Radio

By GERALD F. DUNN

"Hello, son, this is your father on the Matsonia. How are you enjoying your trip on the Maui? I'll see you in San Francisco in three weeks."

Incredible or unusual as it may seem, this and many other such talks can be heard any day right in the middle of the Pacific Ocean as the transpacific liners pass each other, and they can be heard or participated in by the simple expedient of taking down a telephone receiver just as if you were in your own home.

#### GRADUAL DEVELOPMENT.

How has this been brought about? Mainly through the enterprise of great corporations, such as the Radio Corporation of America, who constantly have maintained since the inception of radio, research and development laboratories, as well as practical stations for the advancement of the radio art, employing the most skillful radio engineers obtainable to work out the problems. The Radio Corporation also enjoys the advantages of the vast laboratories and research departments of

"RJ"

DICK JOHNSTONE

President Emeritus

SOWP

A "flash-back" to The Past

and

a fine Gentleman

THE WIRELESS PIONEER



# BOOK REVIEWS

## AMERICA'S LIGHTHOUSES

Eddystone Light (1698)

My father was the keeper of the Eddystone light.  
 And he slept with a mermaid one fine night.  
 From this union there came three,  
 A porpoise, a porgy, and the other was me.  
 Yo ho ho, the wind blows free;  
 Oh, for a life on the rolling sea.



Boon Island Light Station, Maine. (U.S.Coast Guard Official Photo.)

### AMERICA'S LIGHTHOUSES

(Their Illustrated History Since 1716)

Author: Francis Ross Holland, Jr.  
 Publisher: The Stephen Greene Press,  
 P.O. Box 1000, Battleboro,  
 Vermont - 05301  
 Date Pub. March 6 1972  
 Price: \$15.00

From the date the first lighthouse was built at the entrance to Boston Harbor in 1716 until the building of the lighthouse on Sullivan's Island, called the Charleston Light Station in 1962, this book chronicles the history of the United States Lighthouse Service and the lights on our shores. The Boston light survived until 1776 while the new Charleston Light will probably be the last traditional light tower to be built by the U.S. It is surmounted by the world's most powerful light --- 28 million candlepower and equipped with the only elevator of any tower in the U.S.

This is a most beautiful book, on excellent paper, 8-1/4" X 11", 226 pages replete with photographs and drawings throughout. The table of contents listings show that approximately 225 lighthouses and lightships are listed and described - many with priceless photographs. Author Holland has spent many years researching this edition and is to be congratulated on a superb job. He is a historian with the National Park Service and well equipped to handle the assignment.

While the price may seem a little high quality books are costing more and our many "Lighthouse Buffs" will delight in this fine volume. Ye Ed recommends it very highly.

It may be of interest to members that the coming PORTS O' CALL will feature an article by Pioneer Member, David L. Brown (647-P) titled... "WHAT LIGHT IS THAT ?" from Rudyard Kiplings poem of the same title. There is no conflict ion, since Dave's article deals with the best known lighthouses of the world while Author Holland's book restricts itself to lighthouses on the shores of the United States ( including the Gt. Lakes, and insular areas.

## GLORY OF THE SEAS

Author: Michael Jay Mjelde  
 Publisher: Wesleyan Univ. Press,  
 Middletown, Conn.  
 Pub. Date: April 23 1970  
 Price: \$9.95

Turn to Col. 2, page 51 please.

# RADIO AMATEUR LICENSING HANDBOOK

...WITH COMPLETE CANADIAN CALL BOOK SECTION.

**Author:** James E. Kitchin, VE7KN, 84-P,  
**Publisher:** Compass Book Co., P.O. Box 27, Vancouver 1, British Columbia.  
**Date Pub.** 1971.  
**Price:** \$4.95 - See note on special price to SOWP Members.

This popular book by Jim Kitchin, SOWP Charter Member 84-P and Canadian Director of the Society to 5-1-72 is the 9th Edition of his valuable book (most users call it their "Bible" on the "who, what, why, where and when of Canadian amateur radio licensing. Instructions and technical data for obtaining Government certificates and licenses and for operating amateur radio stations.

American amateurs who visit Canada (portable or mobile) will also want this book as, on crossing the border, they are required to observe Canadian Regulations (and operate on the appropriate frequencies) and these differ from the American Regs.

As mentioned, it is the accepted "Bible" for Canadian amateurs and will make highly interesting reading to those in the U.S. and other parts of the world, both from an operating and technical standpoint. It is really quite a book - typeset on quality paper, 5-1/2 x 8-1/2 with some 368 pages of information.

Jim was Superintendent of Radio for British Columbia in their Department of Transportation until retirement in 1963 and knows his subject as few would. He is a member of the Society's SOS/COD CLUB. He was on the "Canadian Coaster" when she hit Pine Island in Queen Charlotte Sound in 1926.

**SPECIAL OFFER TO SOWP MEMBERS:** Jim offers all SOWP members a \$1.00 savings, i.e. Send him \$4.00 plus .25 postage and he will forward the book to you postpaid. If interested, he will also autograph your copy. The members in British Columbia must add B. C. tax to the above price.

## SEA ROGUES' GALLERY

**Author:** Gordon Newell - 1971  
**Publisher:** Superior Pub. Co., 708 Sixth Ave., N., Seattle, Washington - 98111  
**Price:** \$7.95

This book, printed in Canada treats of the "seamy" side of shipping, sailing and steam-boating at or shortly after the turn of the century.

It tells about the savage pirates of the North Pacific: Paddle Wheel Pirates, Crimps and Hard Case Mates, Death for Profit, Hijackers of the High Seas, Rum-Runners, Smugglers, and about the "Frozen Hell" of the Arctic. It is a vivid and stirring narrative of the life of sailors in those days, as told by Gordon Newell who has authored a dozen books or so on nautical subjects, including "SOS NORTH PACIFIC" and the very authoritative H. W. McCurdy Marine History of the Pacific Northwest. We recommend it highly as entertaining reading and an insight on the lives of early day sailors that is little known.



THE WIRELESS PIONEER



# new books



**GLORY OF THE SEAS** (Continued from Page 50)

This is the first volume of the American Maritime Library and is the story of one of the best known "Wind-jammers" ever built. Completed in 1869 by Donald McKay, she roamed the world's oceans for forty years carrying cargo from one country to another and finding her share of adventure and triumph.

Thirteen years of research were spent by the author in study, sweat and toil, compiling the story of one of the most distinguished clipper ships ever built. It deals not only with the ship herself but with the men who sailed her - men of salty heritage, such as Capt. John Giet, Josiah Knowles, Daniel McLaughlin and Joshua Freeman who commanded her over an 18 year period on 81 voyages.

For sailing ship buffs and those who love to read of adventure in the raw - you will enjoy the tingle and adventure of these days "before the mast" Well done and worth the price.

## THE UNUSUAL SIDE of the SEA

A Slop Chest of Sea Lore

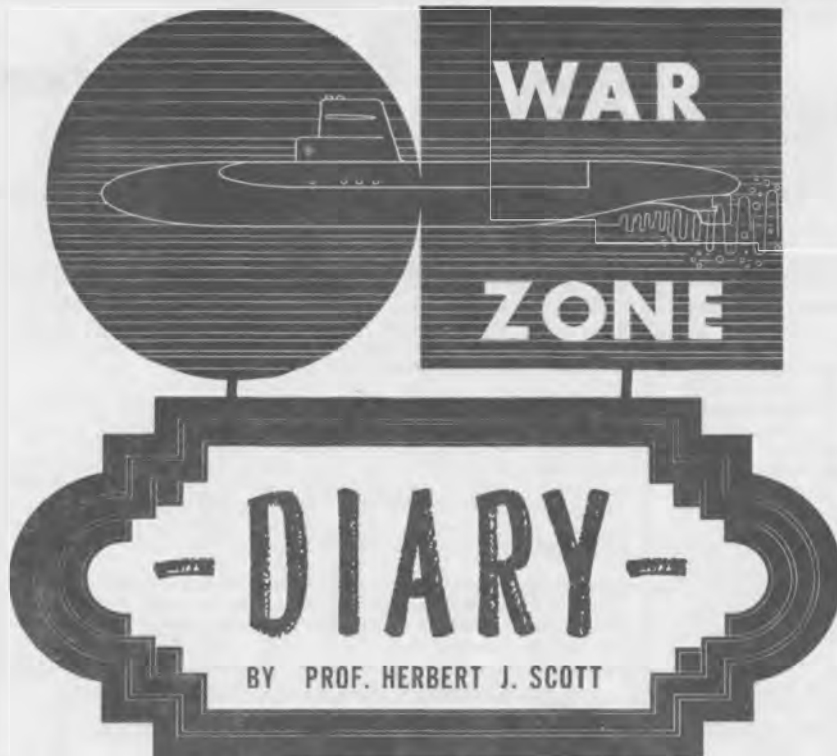


## A WHALE OF A LITTLE BOOK

**Author:** Jim Gibbs - 1971  
**Publisher:** Windward Pub. Co., C/O: Marine Digest, 216 National Bldg, Seattle, Washington - 98104.  
**Price:** \$5.50

This little book of 128 pages is a pure delight to read and one of the most fascinating books of sea lore that I have picked up for a long time. You will want to read it through, without putting it down, and then will pick it up time and again.

Probably no wonder, because Jim Gibbs is Editor of the well-known MARINE DIGEST and has run across oddities over the years that he records here in a most interesting style. It is a "whale of a little book" that tells of the myths and legends of the sea as few have recorded. Ye Ed personally endorses this volume as one you will thoroughly enjoy. If you like - tell Jim that you want to buy the book Bill Breniman recommends to highly. On second thought perhaps you had better include the title because Jim has written many very fine and interesting books over the years. However, this one will 'hit the spot' with any one not inoculated against seawater in their veins.



- 24 Pass floating mine, 5 AM  
8:45 PM Stop engines, swing out  
of way of another floating mine  
9:45 PM, Drop anchor. Too dang-  
erous to proceed through mine  
field at night.
- 25 Up anchor and proceed on way.  
6:50 pass another derelict mine  
3:00 PM arrive Rotterdam.

#### AUGUST

- 25 Leave Rotterdam at noon.
- 26 Noon - passed six dead bodies  
floating in sea.
- 31 1:45 AM, FFX Broadcasts - SOS  
SS Nyanza torpedoed 45° 23' N,  
17° 32' W.

#### SEPTEMBER

- 4 SOS in the air this evening but  
too much static to get it.
- 5 12:20 PM SOS 50°53' N, 34° 26' W.  
True course S41W, 12 knots.  
War Rancee chased.  
2:10 PM SOS 50° 44' N, 45° 50' W  
True Course S 41 W, 12 knots,  
War Rancee chased.
- 7 9:14 AM SOS 45° 00' N, 45° 50' W  
Monmouth chased, Steering South
- 9 1:30 AM BZM Broadcast: Enemy  
submarines may be encountered  
between Lat. 35° N. and Lat.  
45° North and West of Long. 45° W
- 10 4:35PM Sight submarine. Capt.  
calls me to bridge and gives me  
our position and instructions to immediately sent  
SOS out should we be attacked. Otherwise send nothing.  
Los submarine in fog bank.

**W**E thought the diary kept by Spark-Gap Pioneer, "Herb" Scott 838 ( Now a Professor in the University of California at Berkeley), while assigned the Norwegian tramp freighter S.S. DICTO, during WW-1 will be of great interest to readers as it records much of the action and the problems operators faced on the shipping lanes of the North Atlantic during this period.

Herb spent 22 months in the Army Transport Service, carrying food, ammunition and supplies from New York, Baltimore and East Coast ports to Southern France and the Mediterranean. While no military personnel were aboard, they did carry navy gun crews. The call of the SS Dicto of the Stolt-Neilsen Line - home port, Haugesund, Norway was later changed to LGZ.,

Here is Herb's diary, recorded during July, August and September 1918:

#### WAR ZONE DIARY - WORLD WAR ONE

JULY 1918

(\*) Degrees

- 3 8:30 AM. Leave New York for Rotterdam. Warning: Enemy submarine spotted 41° 16' N, 44° 16' W. Continue to take all precautions.
- 5 8 PM Cape Sable broadcasts SOS 42° 32' N, 43° 50' W.
- 6 11 PM Washington War Warning; Enemy Submarines may be encountered between Lat. 35° and Lat. 45°
- 8 5 AM meet large convoy bound in to New York.
- 10 8:30 AM, Icebergs reported Lat. 45° 56' N, Long 48° 42' W. 3:40 PM, Unknown ship sends SOS 39° 50' N, 47° 50' W.  
3:50 PM Ship sends name, USS Oesterdyk KES sinking. 4:10 PM SS Bergensfjord answers KES and asks if she needs help.  
4:20PM KES sends SOS again.  
7:00 PM Halifax reports KES in a sinking condition, asks Bergensfjord for his position.
- 11 9 AM Iceberg 100 Ft. high and 300 ft. long reported Lat. 48° 26' N, Long. 50° West.  
9:40 AM, S.S. Bulleren SHN reports KES, S.S. Osterdijk has been sunk.
- 21 Arrive Bergen, Norway.
- 22 Leave Bergen for Rotterdam
- 23 Everybody now sleeping with clothes on.

- 15 10:45AM SOS sent out by VCU. Unnamed vessel 42° 18' North and 58° 22' W. Shelled by submarine.
- 16 Arrive Baltimore. Sign off S.S. DICTO.

## BOOKS



### RADAR SPELLED BACKWARD

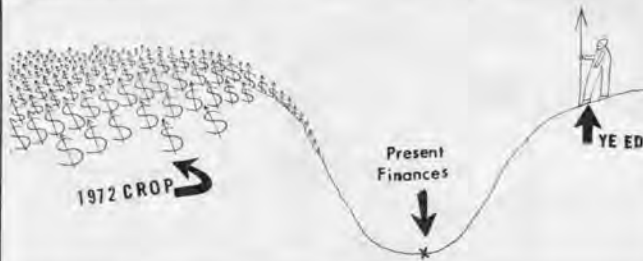
Author: Harold A. Zahl - 874-V  
Publisher: Vantage Press Inc. 516 W. 34 St. N.Y. 10001  
Date / Price: 1972. \$4.50

**RADAR** has become an indispensable tool of navigation and defense. Member Zahl's book is a most interesting publication, written in layman language, it goes back to the days of Marconi and reviews the subject through its nautical life and applications to the present day's highly developed sophistication of this electronic marvel. Dr. Zahl takes us into the then TOP SECRET machinations of the United States, Great Britain, Germany and Japan, as each in their own way, prepared to defend themselves ( or to attack) when the world was on the brink of WW-2. Here we discover the international intricacies of this "simple device", and learn of the many minds which contributed to its final form.

The author is a multi-talented person who not only writes interestingly of history - but helped to make it . . . he " was there"! Dr Zahl was for many years Director of Research of the Army's Fort Monmouth Laboratories. We think you will find member Zahl's book very interesting indeed.

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# SOWP BULLETINS



## SUSTAINING DUES 1972

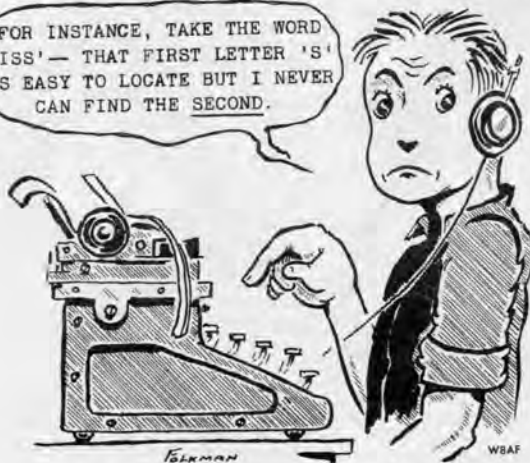
All members will find a "DO-IT-YOURSELF" statement form enclosed with this letter (Pink insert). Many have already voluntarily mailed their 1972 sustaining dues and to those who have - PLEASE DISREGARD THIS FORM. Also members who joined in Nov. and Dec. 1971 have been credited with "paid-up" dues for 1972.

The dues for 1972 remains at \$5.00. This will pay for the publishing of this Newsletter (balance) plus the printing of PORTS O' CALL which we hope to have complete and ready for mailing in July. It will be in book form. It also helps to take care of necessary administrative expenses plus postage which is now taking a good bite into the Society's annual cost of operations.

While we are holding the ANNUAL DUES at \$5.00, we do need additional funds for some necessary equipment such as an addressing system, new files and hopefully a new IBM Selectric typewriter. Ye Ed's personal machine is being used on this copy. If you can afford to add a dollar or so to your remittance for the "EQUIPMENT FUND" it will be very much appreciated.

Please expedite transmittal of 1972 dues. We should have ask for them some time ago but have been so "QRL" putting this Newsletter together that we decided to delay mailing the statements until the Newsletter was ready to go also - thus saving \$80.00 postage plus the cost of envelopes and additional labor in mailing.

FOR INSTANCE, TAKE THE WORD 'MISS' - THAT FIRST LETTER 'S' IS EASY TO LOCATE BUT I NEVER CAN FIND THE SECOND.



HUNT-AND-PUNCH TYPING SYSTEM

Just a note to inform members that considerable work has already gone into the coming issue of PORTS O' CALL which we are sure will be . . . "the best ever".

The new edition will take a book format and will be called . . . VOLUME FOUR. Being mailed as a book, we hope it will receive better handling than third class mail.

We have been endowed with a wealth of absorbing material for this issue of P.O.C. We hesitate to list some of the articles or name contributors for fear of overlooking many who would also be included. We have been saving some of Ralph Folkman's choice cartoons for this edition and we have some very outstanding pictures for illustrating.

We have increased our print order on this edition, hence in position to accept a limited number of orders from members for additional copies @ \$3.00 each. We are hopeful these will be furnished qualified potential prospects for membership or for placement in libraries or museums where such reference material can be used. We are limiting orders individually to two per member (in addition to the one which you will automatically receive). Members who have articles in this issue will be limited to five copies. No copies will be mailed to any member who has not paid their 1972 sustaining dues.

It might be noted that some orders have already been received for extra copies of this edition. These are on file and there is no need to duplicate. Should any member who has previously ordered desire refund on the orders sent some time back, we will be glad (a) to credit same on 1972 sustaining dues or (b) check will be sent in full. Otherwise, we will assume you still want the original number of copies ordered. They will be among the first mailed.

## "DOTS & DASHES"

The following is of special interest to our amateur club members: LOOKING FOR A FELLOW MEMBER? Try calling . . . "CQ SOWP" ON THE HOUR, ANY HOUR.  
7100 = 14100 or 21100 Khz.

Thanks to Howard Cookson - W2GW, ANCHOR MAN on the Eastern Net. He re-broadcasts W6HLD BULLETINS Saturdays at 11 AM, EST, on 7100 KHZ. (More on Amateur Page

THE "WIRELESS PIONEER"

# BULLETIN

## NO QSL ? LATELY

During the past 60 or 90 days your Executive Director has been so "QRL," working on this Newsletter in addition to other administrative work that he has not had time to answer many letters - perhaps your included / SRI. First things first. He appreciates your cooperation and patience.

We received many many Christmas cards and greetings during Christmas and the holiday season. Officers and Ye Ed would like to take this occasion to thank all of those who thought of us. They are indeed appreciated even if the acknowledgement can not be made personally and has been delayed. T.U.

## Change of Address, Etc.

**PLEASE BE SURE** to send us your **CHANGE OF ADDRESS** when you move. This should not only include your new address but also your new **TELEPHONE** number **PLUS** new **AMATEUR CALL** if changed.

Addressing is done from the records you furnish in the mailing of your YEAR BOOK, NEWSLETTER and coming up, PORTS O' CALL. Since some of this is 3rd Class mail, and if you have not given notice to forward 3rd class mail, it will probably be thrown out and neither you nor we will know about it.

We feel that we have done our part in making the initial mailing. Care has been taken to double and sometimes triple check. We think it is up members to keep their ADDRESS and related material correct on our personnel cards. This they agreed to do in their application form, as may be remembered.

If you do not hear from us, and perhaps miss some of the publications we have sent out, it is likely due to negligence in furnishing us with latest address information.

We are not alone in our mailing problems - and especially those relating to delays and non-deliveries as we have noted several amateur radio publications have written at length to inform their readers or subscribers of their growing problems with the postal service. Please be careful (you would be surprised how many times we receive conflicting addresses which include zip codes that also differ. We will do our part to the best of our ability but we need your cooperation.



Ye Ed's System becomes pretty "complex" at times

## Vital Statistics



**MEMBER NO. 1000**

We passed this important milestone on Feb. 16 1972 when application from Mr. HARRY E. STAHL crossed our desk and his application was processed.

Harry, whose address is P.O. Box 1600, Trenton, N. J. 08607 is a "PIONEER" member. His first assignment was aboard the U.S.S. BAGLEY (NVU) back in 1917. He also had the distinction of serving as personal wireless operator to Thomas A. Edison when the Navy fitted out a laboratory aboard the USS SACHEM during 1971/18.

Mr. Stahl became more than an operator - he was in such constant touch and worked so closely with Mr. Edison that he literally became his "Man-Friday". The radio shack on the USS SACHEM was part of the deck house where Mr. Edison worked so he helped him constantly.

While Mr. Stahl does not have a current amateur call, he did operate station 3DH back in 1913.

(Continued on next page)



" I KNOW ALL ABOUT TRADITION, LADY - I DID GO DOWN WITH MY SHIP - DO YOU RESENT THE FACT THAT I CAME BACK UP ? "





# BULLETIN!

## ITS YOUR ORGANIZATION ... LETS HELP

**T**HIS is your organization. To help it grow and increase its potential value, we need all those eligible to join, to do so without delay.

We find that members themselves are our best recruiting agents. Many of them know old shipmates or have friends who are eligible and a personal word to them, or the mailing of some of our circulars and application forms, would help them to decide to join.

We have passed the thousand mark as noted on Page 54 in membership so we feel that with so many joining - we must have a service that is indeed needed and worth while and one that all will enjoy. The more we have, the greater the potential of increasing pleasure of all, hence for this reason, we would like to make an urgent appeal to Society members that they make a special effort to recruit those they would like to see join the Society.

We are enclosing a blank copy of our INFORMATION SHEET/APPLICATION FORM with this Newsletter. There is also a place on the enclosed "Do it-yourself" blank statement sheet, where you can request additional application blanks if you can use them. We hope each member will throw their full weight back of this campaign to increase membership as in effect . . . you will be helping yourself.

We hope to carry a tally listing the number of new members that each member has recruited or is responsible for inducing to join. This to give recognition to all those who have worked so faithfully and long to see the Society become the leader it is today in the professional field of radiotelegraphing. In passing, I would like to add my personal thanks to all those who have helped in this recruiting effort.

John N. Elwood  
Membership Director

### #1000

(Continued from P-54) We are thankful to our good Area Director, Edw. Raser for being responsible for inducing Mr. Harry Stahl to join.

We feel quite elated upon reaching this new plateau, so to speak. We recall only a couple of years ago when another organization we belong to, recorded its "Thousandth" member. This organization was organized in the early 1950's. We thought, at the time - that was quite an achievement. Here we are - only four years old and from a much narrower field, we have already reached this MAGIC MARK. We think it is something that all Society members can be proud of. We are.

## SOCIETY EMBLEMS

Nearly every member who participated in the first order of Society emblems to taken the time to write - telling us what a . . . smash the new pins are.

Many members who did not make it on the first order, have seen the pins and would like to place their order for same.

We have decided to re-order at an early date, hence you will find a space on the back side of the DUES REQUEST FORM where you might mark and return. Do not send any money with this request. When the necessary minimum has been received, we will inform you... at which time you can send your check covering

These "Tackets" are of STERLING SILVER - a quality product throughout and one of the most distinctive pins we have ever seen. The lab is \$5.60 each which is our exact cost. This does however include forwarding by insured mail

We think the pins are very distinctive and 'quite different' -- good attention getters for the Society, hence would like to encourage all members to buy and wear one ... which we think you will do with pride.



**SOCIETY PIN**

# Honoring our Wonderful Cartoonist



**Ralph C. Folkman - W8AF**

## ABOUT "FO" . . .

"**QUITE A GUY**" is this fellow Ralph Folkman! A very modest one too. Ye Ed is the 'brash one' to give him this 'unmasked-for' publicity and basket of kudos. We think he would duck into the closest Maritime Museum to get away from the spot-light - but we think he deserves a great big hand . . . and by gum . . . here it is!

Ralph has spent hours and hours of time working up the cartoons that we have been enjoying. . . all dedicated to the cause. We have issued him a 'poetic license' 1/C, as we think his cartoon dialogue is tops.

Ralph spent about six years ferrying Lake Steamers up and down before he decided to go shoreside for good. That was in 1929 when he joined the Cleveland Police Department. Guess they thought he was pretty good because they kept him on for 38 years.

Ralph worked everything from the rust-buckets to the crack passenger ships... SS SEEANDEE (WFS), etc. Even took the Cruise Liner (?) SS South American on a retreat after retirement from the P. D. Some of Ralph's time was spent at Station WTK which was located in Cleveland.

Ralph has a 'hobby-corner' in his basement where he does his cartooning - listening to his Navy receiver which he keeps tuned to 600 meters. Says it makes him homesick for salt water but we wonder how salty can one get? Report has it that he has simulated port-holes built in the hobby-room to remind him of his shack on the old Lake lunker he once called home.

"FO" believes in the old saying ... start the 'good-work' at home . . . so he has recruited his two sons who were both eligible for membership, to join up.

They are "Jim" (JAMES E. - 963-PA, W8GDF) and "Jack" (John R. - 999-PA, K8CBH). Both live in Cleveland.

Continued in column to right please.

## CARTOON IDEAS WANTED

We would like to honor our Staff Cartoonist (and one of the Society's capable Directors) in recognition of the many cartoons he has furnished for inclusion in Society publications for the viewing pleasure of our members over the past couple of years.

His cartoons are 'loaded' with humor as he captures those little whimsies, compounded by the vagaries of life as many who wore the title of "Sparks" may recall during their free and easy days aboard some old 'hooker' or was it a 'super-duper' (14-decks and a glass bottom - no less!).

Anyway Ralph is deserving of our highest praise - and many have noted their appreciation in letters. If you have enjoyed his work, why not drop him a line and tell him so... and at the same time, if you have a good idea that Ralph might work on, send it along. It might just recapture one of those fleeting moments of nostalgia, while handling traffic or a fleeting moment of amusement enjoyed out there on the 'bounding main'... just send it along. Perhaps he can work it up in his own inimitable and innocuous style, to give us all a chuckle or two.

Ralph's address: Ralph C. Folkman - W8AF  
4358 West 137th Street,  
Cleveland, Ohio - 44135. T.U.

Sorry to report that while Ralph came in FIRST, he is now LAST. Sound like a paradox?

Explanation is that member's records are maintained on 3x5 cards in alphabetical order. When Ralph came in he was the only Folkman. Now we have two more, and since son James and son John come along first, natch... you are last Ralph. But no matter OM . . . we all love you. And the htnaks of a thousand members for all the dedicated hours you have put in to give us a chuckle or two . . . perhaps many many more.

HOROSCOPE

"Quiet, uneventful day. Excellent period for rest and relaxation— Devote time to health improvement and especially keep the feet dry."



Folkman



HOW COME THIS CALL WASN'T ISSUED TO A STATION IN A NICE, COOL NORTHERN CITY ?



"I'M NOT KIDDIN', CAPTAIN KIDD— IT SAYS 'KEEP OFF THESE WIRELESS TOWERS — PROPERTY OF U.S.NAVY'."



Folkman

BORN 300 YEARS TOO SOON



Folkman

RADIO SIGNALS DON'T DIE — THEY JUST FADE AWAY !

HOW COME, SPARKS—FOR THE LAST MONTH YOU HAVEN'T COPIED A WEATHER REPORT WITH THE WORDS GALM OR FAIR IN IT !



Folkman

## CALL BOOKS NEEDED

This is an appeal to members who may have old call books laying around such as the Berne Lists, U.S. Government yearly editions of Commercial and Government "Radio Stations of the United States", Early editions of the "Consolidated Radio Call Books", Call books issued by other Governments and operating companies - any, would be appreciated. Some members have already donated a number of call books but there are large gaps in the years of coverage and it seems that we have occasion to refer to them frequently.

Such publications can be mailed at SPECIAL 4th CLASS BOOK RATE which is 14 cents for the first pound and 7 cents for each additional pound, making mailing very reasonable.

We have frequent use for these call books and you will be doing your Society a real favor by donating such issues if you have them on hand. Thank you.



"W-W-W"  
Remember this fine RCA member publication? We would like a complete set for our reference file/s and library copies if any members will donate. Many Tks.

## EARLY PULICATIONS WANTED

We would also like to solicit books and magazines for the Society library and reference use. Early publications about Wireless and Radio, plus nautical subjects, especially ships and sea lore. Pictures which we can reproduce in coming issues of PORTS O' CALL or other Society publications are indeed welcome. This also applies to operators and others who have helped make history in the media.

Do you have any issues of... THE WIRELESS AGE, THE MARCONIGRAPH, The "YEARBOOKS" of WIRELESS TELEGRAPHY, Monthly magazines such as the Radio Experimenter, Radi Pacific Radio News, CQ (Circa 1930-52) House organs of Operating companies, Marine & Shipping News, illustrated circulars, especially old cuts and line drawing of ships and the sea that might be reproduced in coming issues of our publications? We would appreciate them all VERY MUCH!



Every Member Get A Member

## 1971 YEAR-BOOK

### - OFFER TO BUY

WOULD YOU LIKE CREDIT FOR YOUR 1971 YEAR BOOK? A copy of this publication was mailed to each member of record and mailing completed on July 26 1971. At that date we had 865 members. New members who joined after that date were also sent copies of the YEAR-BOOK including some who joined as late as December. Eventually we ran out of copies (at Member #941) and since then have been unable to furnish copies to anyone. Many have wanted to buy these copies but so far we haven't had much luck in inducing any of our members to part with theirs.

Members who join in November and December will have their dues paid up through 1972, hence will receive at least two copies of the Society's releases, namely the Newsletter and coming PORTS O' CALL. However, to fill demand for copies, we will purchase a limited number of copies of the YEAR-BOOK and those willing to return them (in good condition) will be (a) given credit of \$2.50 on their 1972 dues or (b) reimbursed in cash for copies returned.

We have had a number of members offer a fancy price for copies, such as ten dollars. We have had to turn them down. Some members have told us that they wouldn't sell their copies for any price. To those we have had to turn down, we suggest you again request copy if still wanted. We will set up a list and if we have any luck with members who may wish to dispose of their copies we may be able to fill your order. To take care of the postage, packaging etc., it is requested \$3.00 be sent in payment. If copies are not on hand to fill your order, check will be returned. NOTE: This offer may be withdrawn without notice if sufficient copies are received, hence it is suggested a letter with SASE be sent inquiring within ten days of receipt of this Newsletter. ALSO we may also be willing to make the same offer for copies of this Newsletter since our print order just covers the number of members on our records. The returned copies would be used to send new members in the immediate months ahead as they join. Extra copies of PORTS O' CALL will be ordered so we will not experience this shortage in the future (we hope)!



FOLKMAN

## MEMBER STATIONERY

The demand for Member Stationery continues. There has been no increase in price since the 1971 YEAR BOOK. It is quoted again for your information, as follows:

### GUMMED LABELS

100 @ 1.00 Postpaid.  
400 @ 3.00 Postpaid.

### STATIONERY

25 each, Letterheads & Env. 1.25 Postpaid  
100 each, Letterheads & Env. 4.00 Postpaid  
50 Env. @ 1.25 - - - 50 Letterheads @ 1.25

The Envelopes furnished are size 6-3/4. No. 10 not available at the present time.

LETTERHEADS and ENVELOPES are furnished members by the Society at 'near cost' as a service and because we feel it makes for good public relations.

HOWEVER, we would like to mention that their use is restricted to SOCIAL and FRATERNAL correspondence only such as correspondence related to fraternal exchanges, letters to potential members who may be eligible to join the Society, letters about Cw Nets, etc., etc.

It is not intended that member stationery be used by any member for the personal solicitation of funds, the promotion of personal causes, or for ANY PURPOSE which includes any commercial or political overtones. Should you by chance receive any such solicitation, please inform us as it is NOT AUTHORIZED BY THE SOCIETY.

## AMATEUR CERTIFICATES

We had planned to process and include one of the Society's personalized lithographed Amateur Station Certificates in the mailing of this Newsletter. However, the workload did not allow sufficient time to type them all up, without further delaying the mailing of this Newsletter, hence they have not been included.

We will try to get them out in due time. We do furnish them with the Wall Certificates when the later form is mailed as they can be included in the mailer without additional cost and with reasonable assurance they will arrive at their destination without being mutilated. (New Members)

Should you wish to expedite receipt of your Amateur Station Certificate, and willing to pay the 1st Class mail postage (and packaging) you may do so. The tab is fifty cents which is almost exact cost. Stamps for this amount are Okay. We will try to get them out as quickly as possible.

We will eventually get around to mailing them all as quickly as possible . . . and we hope that it will not be too long. Should you write about these certificates, please enclose SASE if you request reply. T.U.

## FUTURE PUBLISHING PLANS

Future publishing plans will bring some changes to the publications that your Society has been putting out.

It is expected that PORTS O' CALL will be ready for distribution sometime this Summer. As has been mentioned in the past, the contents will be mainly about the nostalgic past of wireless and will include the many phases of equipment, operation and about the men who were associated with it. It will also cover the ships we sailed on, sea lore and things of interest. We hope to have each issue full of interesting photographs and also we hope Ralph Folkman will continue furnishing us with his fine cartoons. We hope to include memorabilia that is world-wide in scope so that it will provide in an interesting and authentic style, the story of the wireless from its beginning to the present day, in every area of the globe.

The WIRELESS PIONEER, YEAR-BOOK 1973 will be much like the 1969 Wireless Pioneer which carried a thumb-nail biographical sketch of members from No. 1 to 400 (all who belonged at that time). We hope to republish this group and add all new members PLUS a picture of each member, hence it might be well to keep this in mind.

Passport stype (close up) photographs in black and white are the type desired. If you have one you like and think suitable, why not earmark it for the coming edition. More of this later.

We hope to include a full DIRECTORY of all members at least once yearly, probably in the Spring issue of the Newsletter. The Fall edition to carry changes of address or other changes. Two issues of the Newsletter will alternate with the WIRELESS PIONEER YEAR BOOK and PORTS O' CALL.

Obviously it will be impossible for Ye Ed to do all the work incident to putting out four major issues per year, hence, he hopes to recruit several assistants who would like to volunteer to carry the major load on publishing the Newsletters. Ye Ed would like to devote more time to PORTS O' CALL and administrative duties that need attention.

It may be noted that we have shied away from accepting any commercial advertising. The reason for this is first, we are a non-profit organization and so recognized by I.R.S. (we want to keep it that way). Acceptance of advertising might change our status. We do not wish to compete with magazines in the field as most of them allow us to use their material and we appreciate the fine relations we have with a number of these publications - both radio and marine.

Then our basic reason - many of our members have mentioned what a pleasure it is to read the Society's publications without having to wade through pages of advertising.

We could increase our revenue by accepting advertising but it would also take more man hours working it up, etc. We think that members would prefer for us to keep 'on course' and sometime if increased coverage is necessary, they would probably pick up the tab rather than gear ourselves to commercialism.

We would enjoy receiving the opinion/s of our members on the subject, along with their suggestions. We have tried to gear our whole operation with 'majority opinion' expressed by members. Your ideas are always invited.





BOOK  
OF THE "WIRELESS PIONEER"

# - Chapter News -



FRANKLIN ATLEE K4PI  
92 - 31st Avenue  
St. Petersburg Beach, Florida  
33706



## Golden Gate Chapter



### Chapter I

**T**HE formation of "GOLDEN GATE" Chapter #1 was finalized at the Society's business meeting May 22, 1971 when Emil A. "Al" Holgerson, W6OFL, was voted as Chapter Director. Mr. William A. "Bill" Clark W6GP, as Secretary-Treasurer and Mr. Butler J. "Barney" Osborne, 20-SGP (W6US) named Program Chairman.

The first activity of the new chapter was a picnic held at the Robert Mondavi Winery in Oakville, Calif., on Aug. 28 1971. It was a very outstanding gathering of the clan - one of the best yet, thanks to Brothers Osborne, Holgerson and Clark. The setting was beautiful - among the lush vineyards. Members and their friends all seemed to have a wonderful time and everyone loud in their praise for such fine arrangements.

The annual "dinner-cruise" was held in the Winchester Room of the Villa Chartier, San Mateo on Feb. 6 1971 and again at the same place Feb. 5 1972. Excellent attendance - good food - and a fine time reported by all who came.

Two trips of interest were made by members of the Chapter. One a trip to visit the marine station "KFS" which many members of the Society have called 'home' over the years. The second trip on Nov. 20th to visit the Federal Aviation Agency Airway Traffic Control Center at Fremont, California to see the newest in sophisticated circuitry and electronic equipment.

One of the Chapter's projects is that of relocating the Marconi Statue which used to stand near the Coit Tower in San Francisco where no one was hardly aware of its existence. We are working with the Mayor and officials of San Francisco to relocate it to a spot where it can be enjoyed by the hundreds of thousands of visitors who annually pass through this great city.

Golden Gate Chapter members have their own radiophone net on SSB. The time is 10 AM, Monday, Thursdays and Fridays on 3930 KHz. W6OFL is net control. All members are welcome to join the net. A good way to keep in frequent contact with your old shipmates.

- 30 -



Dr. Lee deForest, the foremost wireless engineer of the age; the inventor of the wireless telegraph and the man who has made wireless methods of communication practical.

## Dr. Lee de Forest Chapter III

### CLASP OF FRIENDSHIP



### "Lets get together" SOCIETY

The de Forest Chapter, III, Harold F. Craig Director held a picnic meeting in the auditorium of Peck Park, San Pedro on Nov. 27th 1971 which drew a good crowd despite the competition from major football games and the closeness to the Thanksgiving Holiday. Those attending all said they had a wonderful reunion and static-room chatter was at a very high pitch.

Regretfully, Hal Craig has informed us that he is undertaking a major journalistic project which may even take him out of the country for an extended period, and asks that we secure a relief for him.

Since the office of Treasurer is vacant and Mr. John Elwood, Chapter Secretary would also like to be relieved due to the extremely heavy work-load of the National Office (Vice President, Membership), it appears time for a general election of officers in Chapter III.

When Mr. Craig first announced his wish for relief, we ask Mr. Charles Lee, after surveying members, if he would accept a draft - to serve until elections. Continued on Page 61.

## CHAPTER 3

When we first learned that Hal Craig wished to be relieved, we contacted Charlie Lee (241-P, W6PZY) asking if he would volunteer to take over during an interim period since he has "pinch-hit" for us on several occasions and he has been so devoted to the Society in S.C. including the recruitment of many Spark-gappers, taking time out to visit ailing members etc. Later, Hal advised that he could remain until an election could be held, hence this is the status at the moment and we thank Charlie very much. We hope he will not be overlooked in the election to come.

In order to expedite the election of new officers in Chapter III, it is requested that all members who care to participate, furnish the names of the individual/s they would like to propose to be considered for the following offices:

Chapter Director  
Secretary  
Treasurer  
Program Director  
Chief Operator.

Please mail the names of your proposed nominees not later than April 20 1972 to P.O. Box 530, Santa Rosa, Calif. 95402 marked "BALLOT TELLER / CHAPTER III.. A ballot containing the names of all candidates will then be mailed to each member for vote on these offices. In order to preclude ballots from listing individuals who find it impossible to accept, an inquiry will be sent all members nominated so they may accept or reject the honor. If they reject, their names will be carried but notation will be made to the effect they will not accept. Vote Teller will tabulate the votes and results (hopefully) will be announced by May 15th 1972.

Mention might be repeated that Chapters III and IV held a joint meeting in the Social Hall of the Auditorium, Bixby Park, Long Beach, Calif. on April 25 1971

It turned out to be quite a 'gala' affair. A large measure of credit goes to Messrs Ernie Wilmshurst of Chapter IV and Hal Craig, Chapter III. Bob Brown and many others gave welcome help.

Honored Guest was Mrs. Lee de Forest who graciously greeted the members. She is very appreciative and honored that Chapter III named their chapter after her late, distinguished husband.



Arthur W. "Bill" Filtness, Director Chapter VI reports that a total of ten meetings had been attended through the year by Chapter members. The last meeting was on Feb. 18 1972.

The Chapter has been issuing a "Newsletter" for its members and this has been quite a success. Plans are to publish twice yearly, in June and December.

Officers of the Chapter include Bill Filtness 370-P, (VE7WZ) Director, William P. Corson 511-P (VE7PC) Treasurer, Alan I. "Al" Deacon 808-P Secretary and John C. "Jack" Butt 996-P Membership Chairman.

We can't help but compliment the Western Canada Chapter for their intense enthusiasm, manifest by the frequent meetings held and the various tours they have made to places of interest, wirelessly wise. They have even interested some of their American Cousins to come over and meet regularly with them. We have been told that Capt. "Eby" Conradt-Eberlin from Seattle hardly ever miss a meeting with them. FB. Such fine rapport between these Chapters is certainly a fine thing.

# Chapter News

Special mention and thanks is due Jim Kitchin, the Society's former Canadian Director for his untiring work in the formation of chapters and in the promotion of the Society throughout Western Canada. He informs us that he will continue to be "...in there pitching for us, even though he has relinquished his office, which he felt the democratic thing to do so that others would have a 'turn'.

The Chapter has been able to obtain a number of very fine 'write-ups' about the Chapter and the Society from various newspapers in the Province. We are printing one that appeared in the Vancouver Daily Province, not too far back. Background information was furnished by Bill Filtness and shows the publicity that can be obtained along with letting the public know that the Society is all about. Among those reading, there is often a qualified prospect to whom it might appeal, hence we would like to encourage our members to assist with such publicity. (See story at top of page 62 please).

Chapter VI reports the following CW SCHEDULES on their Western Canada Net (others invited to join in)

MONDAY EVENING 7 PM PST. CW NET 3555 KHz  
(May try 7055 KHz as alternate)

### PHONE

Monday & Thursday 1300-1400 7190 KHz SSB

DISTRICT SUPT. (To Captain): "Would you say that Sparks in trying?"

CAPTAIN: "Yes - Very!"

There is no substitute for intelligence. The nearest thing to it is silence.

Its funny how we never get too old to learn some new way to be stupid.

Old Chinese Proverb



"NOW THAT THEY TRANSPLANT HEARTS AND KIDNEYS SO SUCCESSFULLY, MAYBE WE'D BETTER INQUIRE ABOUT REPLACING THAT CRAZY FIST OF YOURS."

# 'Sparks' click together

By NORMAN HACKING

A group of brass-pounders got together on Friday to exchange a few salty dips, and if you don't know what a brass-pounder is, it's the name they used to give aboard ship to the wireless operator, or "sparks."

They have formed a local chapter of the Society of Wireless Pioneers, and they get together every month to talk wireless talk of bygone days, and remember when?

Veteran of the group is Bert Robson of West Vancouver, who proudly holds Canadian Licence No. 17, issued to seagoing wireless operators.

He learned telegraphy as a boy on the Prairies and started his career on this coast as a wireless operator at the old Point Grey radio station. He was operator in the CPR liner Montezuma in 1915 when she carried supplies to Vladivostok, and he picked

up radio signals from the Emden and other German raiders in the Pacific.

These signals he later reported to the Imperial Japanese Navy at Yokohama, who were then our allies.

Later Bert joined the old Grand Trunk coaster Prince Albert, and remained with the Grand Trunk and Canadian National ships for many years on both coasts. He was wireless operator of the first Prince George when she burned at Ketchikan in 1945, and he lost everything he possessed.

A close rival in point of seniority on this coast is Bill Adams, who started his seagoing radio career in 1915 in the Princess Mary and later served in the old coaster Tees on the west coast run.

Later he joined the Empress of Asia and Empress of Russia during the First World War years, on the regular Orient routes and as troop transports. He remained in

## Ship and Shore

the Empresses until 1931 when he transferred to the coastal ships Princess Norah and Princess Adelaide. One of the assignments of the Empress of Asia in 1919, he recalls, was to repatriate 2,000 Chinese coolies from France to Tsingtao.

Most of the group of old professionals served at one time or another in the Empresses and other ships sailing to the Orient. Jim Kitchin, Canadian director of the society, sailed in the Dollar liner Esther Dollar under the British flag. Later he became chief examiner of wireless operators on the Pacific coast for the Department of Transport.

Bill Filtess, chairman of the local chapter, is another of the pioneers of radio, and is now retired after many years of service with the Marconi company.

Some of the members, although past retirement age, still go to sea occasionally. Last fall Les Scott was asked to act as relief operator on the cruise liner West Star on a trip from Seattle to Los Angeles. He ended up by cruising in her for several months between Tahiti, Samoa, Tonga and Fiji.

The West Star, which is now here undergoing refit in preparation for the Alaska cruise season, carries a Spanish crew, and is registered in Liberia.

"She has the best equipped wireless room I was ever in," Les says. "I could talk to any place in the world."

Although most of the members of the society are retired, many of them are keen ham operators, and keep up wireless communication with fellow enthusiasts over the world. The society welcomes to its membership any wireless operator with professional seagoing experience.

# Lloyds Of London In Its 4th Cent.



Lloyds of London is an association of insurers specializing in the insurance of marine and similar risks.

It had its origin in the seventeenth century and ship-owners and merchants meeting at Lloyd's Coffee House in London began to underwrite risks among themselves.

Lloyd's was incorporated by Act of Parliament in 1871 and is governed by an elected committee.

The Corporation of Lloyd's which, incidentally, has no connection with Lloyd's Register of Shipping, does not accept insurances or issue policies.

All the underwriting business is transacted by members of Lloyd's underwriters transact their business as individuals, it is usually found they associate with one another in groups of varying size, known as syndicates, with a leading underwriter acting for each group.

The Corporation of Lloyd's houses both the members and the various departments necessary for the conduct of such a large organization.

Separate departments are maintained for the signing of Policies, the settlement of

claims, the collection of general average refunds, salvage and recoveries from third parties, and for the payments of claims abroad.

The Corporation is also responsible for the chain of signal stations on the trade routes of the world, and the maintenance of a Lloyd's Agent in every port of importance.

Other important activities include the publication of Lloyd's List, a daily shipping paper.

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THE DAILY GUIDE



## Elmo N. Pickerill

### Chapter XI

Considerable ground-work has already started on the formation of the ELMO N. PICKERILL Chapter for the general New York area.



ELMO N. PICKERILL

Elmo, or "Pick" as most ops will recall, served for many years as Chief on the S. S. Leviathan. He was also the first man to communicate from aircraft to ground by C. W. This was on Aug. 4 1910 in a flight from Mineola to Manhattan Beach in a Model "B" Wright biplane. The establishment of two-way communication from the air was one of the great achievements of science. It did not make any great impact on the world back in 1910 as people were not very air-minded in those early days. Due to the weight of equipment "Pick" learned to fly himself because the extra weight of equipment would not allow the plane to leave the ground with both pilot and Pick aboard . . . hence Pick solved this problem by becoming his own pilot.

Our Eastern Area Director, Ed. Raser has been working on the project of establishing a chapter for some time and we think that it will become a reality in the not too distant future. He does need help so if you are willing to accept office or help, it would be most appreciated. Here is Ed's address:

Ed G. Raser - W2ZI  
19 Blackwood Drive  
Trenton, N.J. 08628  
Phone: 609/882-6645

## Arizona, S. W. Chapter IX

Charles F. Blake 38-V (W7BP), Director of the Arizona S.W. Chapter reported a very enjoyable reunion of members in the area at Neptune's Table, 7th Avenue at Camelback Road, Phoenix on May 9th 1971. Arrangements were made by Secretary-Treasurer, Wally Leland, 66-P, (K7WL).

Director of the S.W. Area, Jim Caldwell drove up from Tucson and reported a wonderful get-together of the old-timers. Sorry that more couldn't attend as it was a delightful affair.

## Vancouver Island Chapter XVI

Most of the members belonging to the Vancouver Island Chapter live in the delightful City of Victoria, which makes it very easy to attend meetings . . . no long distances to drive.

This Chapter, under the Direction of Nelson J. Smith 638-P (VE7DF) has been quite active. Nelson came to the rescue when former Director Percy C. Pike suffered a fatal heart attack on June 15 1971.

Helping Nelson is Larry Rossiter, Secretary/Treasurer. Larry is No. 609-PA (VE7QF).

They join with Chapter VI in CW and Phone nets. Also the chapters have held joint meetings and picnics. One about a year ago was held aboard the ferry which plys between Horseshoe Bay and Nanimo.

**SHARP !!!** Ye Ed was passing through Victoria last Fall on a fishing trip to Campbell River. He stopped in to see the wireless exhibit at Victoria's famous Marine Museum. Stepping to the desk to inquire its location, the attendant asked . . . "Do you happen to be Bill Brennan?" "Why yes", replied the somewhat startled Ancient Mariner. It happened that Member Jack Brooman - 268-P was helping out at the front desk. Sharp!

## JACK BINNS, Northwest Chapter V



Jack Binns won fame in sea annals for flashing first wireless call for help.

### CHAPTER V. ( JACK BINNS - PACIFIC NORTHWEST )

Members and guests of the "Jack Binns" Chapter met at a delightful luncheon in the "Dog House" Restaurant May 1 1971 in Seattle. With Gord Pascoe at the helm and with bell buoys clanging all over the place, a steady course of about 95 decibels was observed throughout the afternoon. Needless to say members and guests reported a wonderful meeting - with the main brace being liberally spliced and static at an all time high the time passed all too quickly and eight bells sounded before the watch was half over. Among those attending were Bill Pittness, Al Deacon and Les Scott of Chapter VI. Glad to have you aboard . . . Sir!

A luncheon meeting of Society members in the Portland area was held at the "Chuck Wagon" Jan. 25 1972 with John Peel, Area representative making most of the arrangements. Heavy snow in the Seattle area kept a delegation who planned to attend, home, due to road conditions. The luncheon was well attended and all of the members present had a wonderful time. Some of those checking in, included Dexter S. Bartlett, Andy Anderson, Bob Wright, Ed Lamb, Joe Hallock, Ralph Norgard, Herb Oliver and John Peel. Two members, W7US and W7CB could not attend account flu. W7MN had car trouble. Additionally three visitors attended: Ken Wilcox W7ADJ, Charles Burson W7VZ and Doc Eison W7JAC. "Doc" gave a talk on the Western Union which was enjoyed by all.

Gordon Pascoe and wife Vera are enjoying a sojourn in Southern California - anchored for a month or six weeks at Vista. Seems like Vista is running Santa Rosa a good race as a retirement spot for FCC, FAA and other such types including perhaps OCD, USNB, etc.

Officers of the Jack Binns Chapter in addition to Gord Pascoe include Lewis B. Noah 551-PA, Secretary-Treas., Warren L. Green 254-V W7JY Program Director and Dr. Erskine H. Burton 475-V, Chapter Historian. -50-

## OTIS MOORHEAD, CHAPTER IV

"Ernie" Wilmshurst - 126P (W6KHA) and his officers helped to sponsor the joint meeting of Chapters III & IV, Bixby Park, Long Beach as mentioned previously.

The Chapter also held a meeting at Oceanside on Sept. 14 1971 which was well attended. The meeting spot was at the Community Center in Oceanside and much credit goes to the Chapter's first Director, Irvin Hubbard who made the arrangements for the hall, etc.

It may be noted that Vista - only six miles distant is literally 'top-heavy' with communications types - all of them retired. Hence there is good potential to 'fill the house' when such a reservoir of members is almost in 'straight gap' calling distance.

Member George Dery who still works the key at KOK brought along the First Logbook of Station KOK when it was established, circa 1922. Members got quite a driv out of reading the entries, especially those made during test period and first ship-shore station entries. Member Jeff Carr also brought along his 1919 International Call Book.

Due to the death of Treasurer, Bill Clyne, 78-P, June 7 1971, the office was taken over by Brandon "Brandy" Wentworth - 393-P, (K6UJ) of Laguna Beach.

## "Hurricane" Chapter VII

Many of our Florida members have been hopeful that a chapter would be established in the near future in the land of sunshine, oranges and hurricanes, at an early date.

Frank Atlee who is Vice President in charge of Chapter has been working on this project for some time. For some time our members were a bit 'thin' in Florida and they were spread about the landscape. However, we have a sizable roster now and with the cooperation and teamwork, we believe that the time is right for a new chapter.

Frank has suggested that it be named the "THOMAS A. EDISON" Chapter in honor of this great man and although no great inventions were credited to him, he did a great deal of experimentation in the wireless field, however, basically, many of his ideas were used, hence such honor would not be misplaced. Ye Ed has thrown in the word "Hurricane" rather facetiously (no extra charge). You fellows grab the ball. . . we don't care by what name you call it . . . just give us a 'going' Florida Chapter.

While your at it, why not drop Frank a line or give him a call today - either by phone (813) 360-5681 or if you hear him on the air with KAP1, hook on to him and tell him you'll help 100 percent. You can also write him - it eventually gets through. His address:

Franklin Atlee KAP1 - - - 92 - 31st Avenue,  
St. Petersburg Beach, Florida - 33706

## "SOS-CQD'ERS"

### ROSTER

SOS/CQD'ers will appear in the coming edition of

### "PORTS O' CALL"

There are many of our good members who belong to this elite group.



We hope to add the new "SOUTHERN CROSS" Chapter to the growing list of Chapters within the very near future. It will take in 'antipodes' - which is a relative matter. It is not true that the people of New Zealand and Australia walk on their heads or upside-down, even if they are on the other side of the globe to many of us. Of course they could charge us with walking upside-down also. Anyway, the new 'Southern Cross' Chapter will start with Australia, N.Z. and South Pacific Islands. Area Director has ruled out Ant-Artica - too cold to travel down there.

It is expected that Frank J. Carey 913-P (VK2AMI) who started his "brasspounding" at the Bribie Island Station "VKB" in 1919 will be the new Director of the Southern Cross Chapter, with HQ in Sydney.

Mr Laurie McGowan who is head of P.R.E.I.A. will act as Secretary while William J. "Bill" O'Brien - 112-P, will continue as Area Director for the Society.

A meeting was scheduled to organize the new chapter in Sydney on Feb. 25 1972. Later an inaugural meeting and dinner is planned. We have not received word as this goes to press due to time factor, but we wish our shipmates in the 'land down under' the best of luck and success.



"THE POINT I'M TRYING TO MAKE IS... YOU DON'T HAVE TO USE THAT PAINT-CHIPPIN' HAMMER JUST WHEN I'M COPYIN' WEATHER OR PRESS."



# Brass-Pounding on Wheels

Old "1401"

**FIRST CW. ON THE  
PRESIDENT'S "SPECIAL"**

TALES  
OF THE WIRELESS PIONEERS

By Charles W. Clemens Jr., Member 666-PA

□□□□

Most of the operating stories we read in the *SOWP* publications are about seagoing brasspounders. This one is about a brass pounder who rode the rails. Back in the summer of 1942, I was working my shift at WAR in Washington when an officer walked up behind me and tapped me on the shoulder. He told me to go pack my clothes for a trip to a warm climate. That was how I started as the first CW operator at the White House. I learned that the White House had a Signal Corps detachment that now had the task of providing communications on a continuous basis between the Presidential Train and the White House. I believe this was the first time such a thing had been attempted in the United States. The Washington end was to be handled by the big War Department communications center WAR; the remote end by the Train plus relays when necessary from local stations along the way.

My first trip on the communications car, Old 1401, was the second trial run for the car. On this trip I went with detachment commander, Col. Beasley, a radio operator recently made a Lieutenant, Lt. Greer, a civilian engineer from the War Department named Jack Kellher, a radio maintenance man named John J. Moran, and a Secret Service man named George J. McNally (Mac.) It is interesting to note that all of us were amateur radio operators. We went from Washington D. C. to New Orleans and returned with our car in a regular passenger train, coupled between two baggage cars.

Old 1401 was a "combine car". That meant she was half baggage and half passenger. She had been built for the Baltimore and Ohio Railroad in 1914. At the time I first met her, all identification had been painted out on her sides. Her number was her only identification, and it was painted in beautiful gilt over the entrance at the passenger end. Inside, a couple of front seats had been removed and an operating table installed in their place. One operating position was located on each side of the aisle between the seats. Each position had a Super Pro receiver and a BC-542. The latter receiver was a new model at that time, designed for use in tanks and other rough riding vehicles. This receiver was installed on shock mounts, but my first trip proved that the best way to mount equipment on the train was to bolt it down solidly. Installed in this manner, the whole car moved as one unit and the receivers worked beautifully. There was, however, a modulation on the received signals imparted by the train's vibration. It was better than having the tubes jump out of their sockets - which they frequently did when the equipment was on shock mounts. (The tube clamp idea was not yet in common use). Telegraph lines alongside the tracks provided a lot of clicks that made it difficult to copy poor signals. But we didn't have too much trouble with this problem except in the South west. The transmitter was a BC-447, running about 500 watts. Clearance requirements for railroad cars prohibited using a real antenna. Ours was a wire inside

an insulating tube mounted on stanoffs about six inches above the metal roof of the car. We later changed this to a copper tube the same size as the insulating tube with much better results. Our frequency complement ran from 3 MHz to 17 MHz.

I was supposed to contact a number of Army stations along the way, none of them more than a couple hundred miles from our route. As might be expected, results were poor and it was decided to contact WAR in Washington direct. Successful contacts were made from New Orleans and on the way home. The only real difficulty came when we were close to Washington. At that time, it was difficult to receive WAR on any frequency. Overall, however, our results were encouraging and we were assigned the task of accompanying President Roosevelt on his swing around the country visiting military bases and aircraft plants. To my knowledge, this big trip was the first time continuous communications had ever been attempted between the Presidential Train and Washington. We contacted WAR in the eastern half of the country and WYV (San Francisco) or WVD (Seattle) in the western half. Results were excellent. In fact, our volume of traffic was so high that it was necessary to pick up an additional message clerk in Seattle, our first major stop, to handle the paper work. To make a long story quite short, I worked six years on the Presidential Train, traveling with Presidents Roosevelt and Truman in the United States, Canada and Mexico. We logged well over a hundred thousand miles.

Equipment and facilities were improved over those years and when I left Old 1401 in 1948, the car had a small operating room, a code center, a small bunk room with four bunks, a lounge room, and the baggage half of the car packed with equipment. We had two BC-359 transmitters for our message traffic. These were fixed station Federal jobs that loafed along at 1500 watts in radioteletype service and could easily run 3 KW in CW. A single BC-610, a 500 watt AM transmitter, was available for occasional broadcast services. We also had a 250 watt Motorola FM transmitter for guard radio service. On the receive side, we had the two BC-542's I mentioned earlier, two Super Pro's, a big Navy receiver whose type number I can't recall, two Western Electric teletype converters, type CV-51, and a single teletype printer. We also had a telephone switchboard and provided service throughout the train. The telephone cable permitted us to provide music throughout the train and intercom service too if it were desired.

Our power came from two 25 KW diesel generators. Only one of these was required and we switched them every 24 hours. We had two 400-amp battery chargers to charge the train's batteries when we were parked away from the railroad terminal facilities, and two converters to give us AC power from the batteries to run our receivers in standby.

Today, the train is no more. Old 1401 has been retired and the President's car - Ferdinand Magellan - is gone too. The small detachment I knew has grown to the White House Communications Agency. Their responsibilities have grown a great many times over. But I'll bet they aren't having any more fun working assignments today than I did when Old 1401 was my home on wheels. - 50 -



## Edison Called Him "Sparks"



### Harry E. Stahl • No. 1000

**Ve Ed's Note:** When we recorded our "Thousandth Member" we sent an urgent "RQ" to Ed Raser for a story about him. We had reservations that it would reach us in time to include as time and space were growing short. (See P-51 for short notice). Harry Stahl did respond, however and we are delighted to include his story in this issue. It sounds like he really enjoyed his association with this great man.

"I first went on the air in 1909 with a 1/2" spark coil, straight gap and using a coherer as a detector. My call letters were my initials, H E S and I usually worked on 600 meters. When the first Radio law was passed in 1912, I was assigned the call 500. This call appears in the first call letter book issued by the Department of Commerce, July 1 1915. This book is now in Ed. Rasers 4221 Museum.

I enlisted in the Navy as a Radio 2 cl. the same day war was declared and was assigned to the USS BAGLEY. The BAGLEY was a small torpedo boat, not a destroyer, of 500 tons and which was a relic of the Spanish - American war. The wireless gear which the Navy put aboard in a hurry was a pile of junk. I brought from home some Ham gear which was strictly Home Brew. The transformer was about 1/2 Kw into a rotary spark gap which made a hell of a racket. In those days the louder the better, it made you feel that you were putting out. I installed this gear under the operating table where it could not easily be seen and used it all during the time I was in the BAGLEY. However, when I left the BAGLEY I could not figure out how to get my equipment ashore without being accused of stealing Government property so I reluctantly dropped it overboard, piece by piece.

The Navy had taken over the Yacht SACHEM, a 175 foot steam yacht belonging to the Metcalf family of Rhode Island. It was then assigned to Thomas A. Edison as his floating laboratory. Ed Raser looked in his laboratory and came up with the call sign WGB.

They threw a Beaver board partition across one end of the deck salon to

make a wireless room. The rest was to be a "Think-Tank and Laboratory. I was assigned as Mr. Edison's personal wireless operator but as it turned out I became, in addition, his personal attendant, which was a very rewarding experience.

One day Mr. Edison came into the wireless room. I explained the operation of the Simon 1/2 Kw with quenched gap. I had a Morse Sounder on the table. This may sound strange but the explanation is that we were required to maintain proficiency in Morse in the event we were transferred to a Navy Land Station.

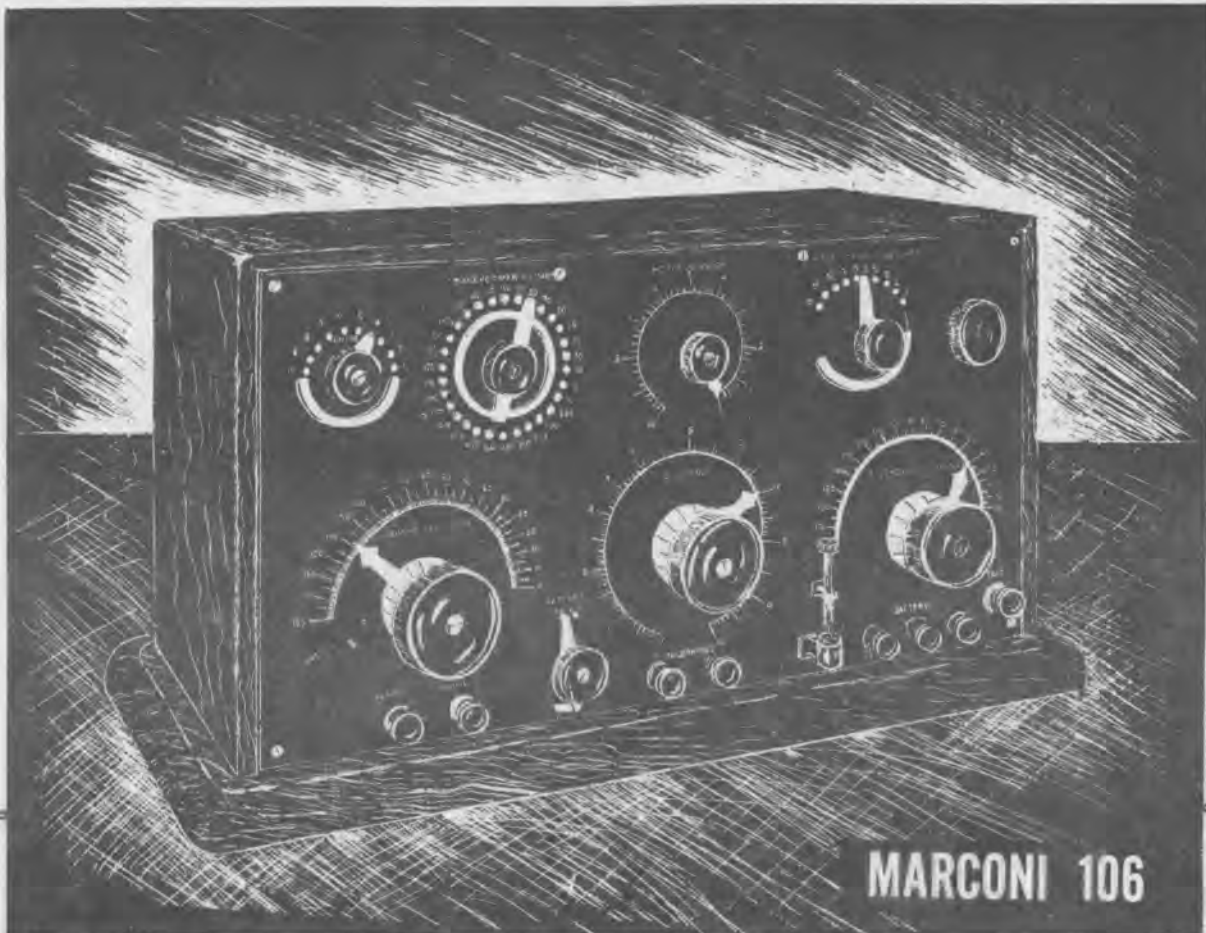
When he noticed the sounder he said . . . "I used to pound brass when I was a boy." I asked him if he remembered the code and he replied, "I suppose so but send me something, slowly." At about 10 WPM I asked, "How does this sound?" He chuckled and sent back at about the same speed, "It seems like old times." Sixty years had passed and a lot of things had passed through his brain, but the code stuck.

Living in such close quarters with Edison gave me an opportunity to observe his method of solving problems. Although he had a Russian mathematician, with a log book tucked under his arm, in constant attendance, he used him very little. His was the practical approach sometimes called the 'cut and try' method. It appeared to me that one reason he was so successful was because he would tackle the impossible and stick at it with a persistence which was truly remarkable. He never got the least bit discouraged no matter how many times an experiment failed. Like testing 5,000 or was it 5,000 filaments before finding ONE that worked.

The following may illustrate this point, while tied up at Key West, Mr. Edison was sitting on the deck, thinking. I was standing a few feet away. A boy and a girl in a canoe paddled close in when suddenly the boy who was sitting in the after end, thrust his paddle down in the water. Of course, the canoe made a sharp right angle turn. Edison jumped to his feet in great excitement and exclaimed, "Sparks, if we could do that with a freighter, we could reduce the target

(Continued on Page # 68)





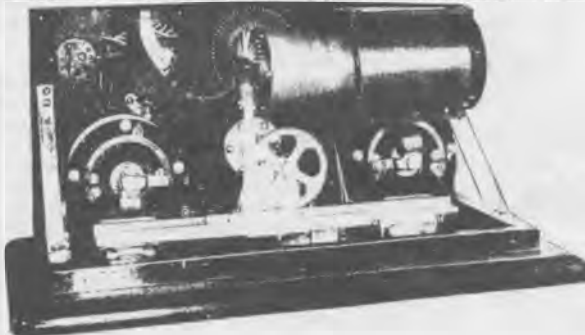
## OUR EARLY RECEIVERS

**E**LMER E. BUCHER who was Instructor at the Marconi Wireless Telegraph Company of America's Institute located in New York, wrote a book back in 1917 titled "PRACTICAL WIRELESS TELEGRAPHY". The first copy had a press run of 5,000 copies. So popular did the book become however that by May of 1918 an additional twenty thousand had been printed. Many an operator referred to this book as "The Bible" - especially those in the United States.

In his book, Bucher refers to the Type 106 MARCONI RECEIVER as being one of . . . particular excellence, combining mechanical and electrical features of merit.

The set, a panel type job, has necessary controlling switches mounted on the front, with coupler, variable condensers, potentiometers, etc., in the rear.

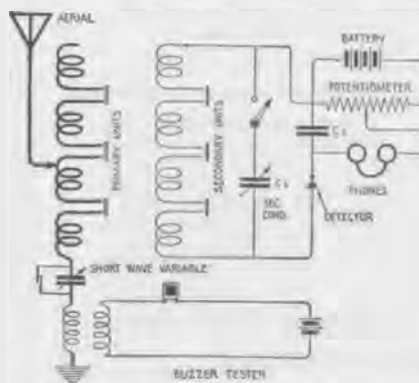
Many early day Marconi operators were also familiar with, and used, the Type 107-A (Modified valve tuners) the type 101 tuner and the type 112. However, it was



Rear View Type 106 Receiving Tuner.

the 106 on which many an operator cut his 'wireless eye-teeth'!

We are indebted to Jim Cranshaw, whose address is P.O. Box 12, Kleberg, Texas, 75145, for this drawing which he had made and used in his little publication called "THE ANTIQUE RADIO AND PHONOGRAPH NEWS". Should you be interested in such things as 'hard to locate' tubes of early vintage, such as for example: UV-200, UV-201A



Fundamental Circuit Diagram 106 Tuner.

UV or UX-99 or 199 (or nearly ANY TUBE to fit early day broadcast or other sets) you can probably find the in Jim's paper. Also frequently listed is some of the early days receivers such as Radiola Superhets, Eagle and other Neutrodynes, Freed Eisemann, Grebe, Kenedy receiving sets etc. Incidentally, Jim's publication is \$5.00 per year or a sample copy can be purchased for fifty cents. Tell him 'Bill sent you' - just as thanks for allowing us to use the drawing of this nostalgic piece of equipment. - 30 -

#1000

(Continued from Page 66)  
from 700 or 800 feet to 80 or 90 feet.

HARRY E. STAHL

From then on for several days he labored around the clock building a gate or barn door as the crew called it, which could be dropped over the side when a torpedo was sighted. It was installed on the Sachem and was fastened with heavy wire rope to anything on deck they could hook onto. The biggest. Proceeding at 5 knots or less, Edison gave the signal and the gate was dropped. The Sachem kept on going as though nothing happened but the gate was ripped loose taking everything on deck with it, winches, bits, etc. After this took place, I looked at Mr. Edison's face. There was not a trace of disappointment. He was just as enthusiastic as before. During the next few weeks, 3 or 4 more gates were constructed and tested with the same disastrous results before he gave up this idea.

Next, Edison started work on a device to detect the presence of submarines which were sinking our freighters faster than we could build them. The idea was to pick up and amplify the sound waves generated by the sub's propeller. He finally finished the device and it was remarkably accurate. It not only indicated the proximity of a sub but the distance away as well as the speed it was making and the course it was holding. The trouble was it had to be operated by a couple of scientists. They worked on this problem right up to the end of the war but could not simplify it so that a farm boy could, in 30 days learn to operate it.

While working on the sub detector project, Edison became dissatisfied with the head phones the Navy furnished him. Like all Hams in the Navy in those days I had a lot of my own gear aboard INCLUDING a pair of BALDWIN phones. I got quite a kick out of explaining the operation of these phones to the Great Man and he used them through out the developments. Since I never got them back, I figure the Navy owes me \$18.00

After the war ended, the First World War, that is, I went back to college, married had two sons and my own business, not connected with radio.

I have always considered amateur radio more addictive than hard drugs. I stayed away from it because I knew I could not handle it properly and would become so absorbed, I would lose my family and my business.

After a 50 year absence and now retired I am preparing to get back into the Ham business. One of my great pleasures now is to visit Ed Raser's W221 Wireless Museum and look at the old stuff we made and used in those 'good old days.' While looking over some old logs I noticed a QSO with Ed on Sept. 16, 1916. Ed has everything!"

- 30 -

**NET IDEAS** If you have suggestions for improvement or refinements to our net - or how we can increase its value or utility, drop a line or contact either BOB SHRADER W6BNS, 11911 Barnett Valley Road, Sebastopol, CA. 95472 or to AL BRODNAX W6HLD, 18 Blossom Drive, San Rafael, Ca. 94901. They will welcome and give careful attention to all the ideas you send in.

**AMATEUR STATION CERTIFICATES** Please read the article on Page 59 about these certificates.

**QSL CARDS** C.H. Wines, W711Z Press, PO Box 2387, Eugene, Ore. 97402 has been supplying many SOWP QSL cards. Prices: 100 @ \$3.75; 200 @ \$5.50; 500 @ 10.10 SOWP Logo etc. Velva Glo or Krone Also: CORNELLSON, 321 Warren, North Babylon, N.Y. 11407. Price not available. However Charlie Maass paid for SOWP cut which they may use w/o charge. Nice looking. Write for prices and sample.

THE "WIRELESS PIONEER"

SOWP



CW NETS



ANY HOUR - ON THE HOUR

Give A "C Q" SOWP

7100 - 14100 - 21100



SEE PINK PAGES FOR NET SCHEDULES



"SHE REPRESENTS FREEDOM, EQUALITY AND JUSTICE - AND A DANDY SPOT FOR A RADIO ANTENNA."

The SOWP CW NET was started by President Emeritus, RICHARD JOHNSTONE on Oct. 2 1968 at 7.30PM PST on 3530 Kcs. The purpose of the net, as mentioned in his letter of Sept. 20 1968 was . . . to provide a medium for code practise plus a 'channel' so that members could 'keep in touch' with each other. CW was selected over SSB as it represented WIRELESS as we knew it and it was an effort to provide at least one net which will carry on the tradition of an era and a heritage which should not be lost through the passage of time.

Since that time some SSB Chapter Nets have been established which allow members to keep in daily contact or to talk several times weekly - at a cheaper and more satisfactory cost than the 'twisted-pair'.

Our first president whose call is W6FZ did an excellent job of organizing the members of the Society and weekly schedules have been held with clocklike regularity ever since. Now the Society has grown and we have more nets. The same basic philosophy still prevails however and the standards set by "RJ" are still effective.

Schedules and Network data is continued on the PINK AMATEUR SECTION DIRECTORY sheets immediately following.

MTF.

## NET & OPERATIONS OFFICERS

Society Officers currently in charge of Net Operations include:

- ROBERT B. "BOB" SHRADER** 157-V W6BNB - Chief Operator.  
**LTCL. ALAN D. BRODNAX** USAF/RET 472-PA W6BLZ - National Net Coordinator & Control Officer.  
**HOWARD A. COOKSON** - 140-SGP, W2GW, Mid-Atlantic Net Control.  
**FRANKLIN ATLEE** - 382-P K4PI, NET CONTROL Hurricane.  
**COL. MANUEL "Pete" FERNANDEZ** - 488P W4SM, "Transcon - East" Control, and Coordinator.  
**ED. RASER** - 35-P, W2ZI, N.E. Atlantic "Yankee" Net Control.  
**COR. GIERUM** - 710-P, PA0GL - European Net Control  
**ARTHUR W. "Bill" FITZNESS**, 370-P - VE7WZ Western Canada Net Control.  
**EMIL A "AL" HOLGERSON**, 175-P - W6OPL - Golden Gate Phone, Net Control.

## SCHEDULES

### C.W. SCHEDULES

NET	DAY	TIME	FCY-KHz
1. N.E. ATLANTIC Yankee Net - W2ZI/ WB2VEJ Controls.	MON	9 AM LCL	3670
2. S.E. ATLANTIC Hurricane Net - K4PI Controls.	MON/THURS	9:50 AM	7050
3. WESTERN CANADA "Wescan" Net, VE7WZ & VE7RQ Controls (*) May switch to 7055 +/- 5 KHz a/c Daylight	MON	7:00 PM	3555*
4. PACIFIC COAST NET THU. "Pacific" W6BNB/ W6HLD	THU	7:00 PM LCL	3555
5. TRANS-CONTINENTAL THU. "Transcon" W6HLD (W4SM East Control).	THU	1500Z	14125
6. MID-ATLANTIC "Eastern" W2GW Controls - Rebroadcasts Transcon Net bulletins).	SAT.	11:00 AM LCL	7100

### PHONE NETS

7. GOLDEN GATE W6OPL Controls.	MON-THU-FRI	10:00 AM PST	3930
8. WESTERN CANADA	THURSDAYS MON & THU	8:50 AM LCL 1500-1400	3740 7190
CQ SOWP (This is not a firm schedule but is a time/frequency spot where you might contact a fellow member)	ANY HOUR ON THE HOUR	TRY CALLING....	7100 14100 21100

### SUMMER OPERATION - SUSPENDED NETS

Robert Shrader, Chief Operator recommends that net schedules be suspended from JUNE 20th to SEPTEMBER 10 due (1) to normal poor reception during the period and (2) because many members are absent on vacations or away on trips.

**NET OPERATION/S de Al Brodnax** - Net Coordinator.

More and more members are joining the various Society of Wireless Pioneer Nets in order to stay abreast with the latest Society 'happenings'.

The Net Control stations usually start by sending the weekly bulletin that originates Thursdays in Santa Rosa. The Bulletins list the new members, changes of address and call letters and matters of interest including illness or the report of silent keys.

After the bulletins have been sent, the roll is called. Those with amateur licenses and equipment are invited and encouraged to 'break in' on any of the above nets.

Those with RECEIVING ONLY EQUIPMENT are invited to participate on an "RX-ONLY" basis. You are always welcome.

### BULLETINS

We often receive correspondence which compliments SOWP NET MEMBERS . . . as being the "finest operators on the air". Perhaps it is because many of those on our nets are "OLD PRO'S"! Anyway, it is nice to hear and we tell them all . . . THANKS !

# WP CW NET

### NEW NET ? THURSDAY A.M. (Repeat).

Joe Moore 655-P WB6YVC is interested in starting a Thursday Morning 7MHz C.W. NET. Those who would like to participate should contact Joe by card or by calling him on 7 MHz during daylight hours on weekdays.

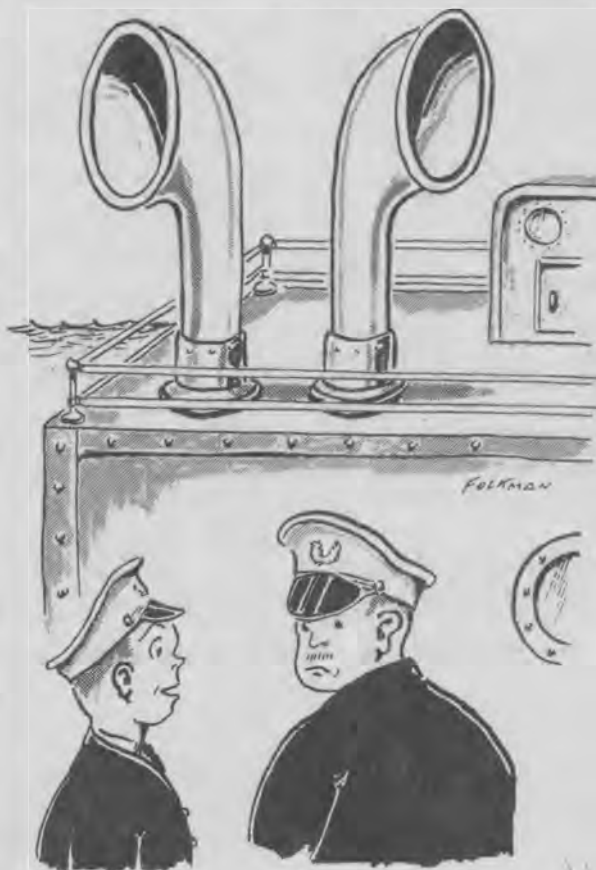
**ANY HOUR - ON THE HOUR**, Give a "CQ-SOWP" 7100, 14100 or 21100.

### IDEA

Many amateurs may have been former "professional" brass pounders - the same as you. Perhaps they have never heard about the Society. Why not interest them. We will be glad to send them info about the organization together with application form, etc. If they can not use it themselves, encourage them to pass along to some friend who they know to be eligible. Please send such requests to

**JOHN N. ELWOOD - W7GAQ**  
P.O. Box 1243  
Lancaster, Calif. 95534

He will get them in the mail PDQ.



"---AND WITH YOUR PERMISSION, SIR, I'D LIKE TO UTILIZE CERTAIN DECK EQUIPMENT TO EXPAND THE SHIP'S P.A. INTO A HELLUVA STEREO SYSTEM"

THE WIRELESS PIONEER  
DIRECTORY SECTION

# AMATEUR RADIO STATION DIRECTORY SOWP MEMBERS



## Call Letters of the Professionals

MARCH 11, 1972

THE WIRELESS PIONEER  
DIRECTORY SECTION

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WIAE	STERLING, George E.	458-P	Peak's Isl. Me	W2A0S	BIELE, Charles E.	768-P	Myrtle Beach	SC
K1AJ	CLAYTON, John M.	695-P	Rockport, Mass	W2AXG	FINVER, Irvine	287-V	Canandaigua	NY
W1AL	ENTWISTLE, Guy R.	258-SGP	Wollaston, MA	W2BAI	VAN HANDLE, Raymond T.	922-PA	Passaic	NJ
W1BB	PERRY, STEWART S.	295-P	Winthrop, Mass.	W2BFS	HERMANSON, Floyd A.	872-V	Seaford	NY
K1BD	BANTA, Theodore C.	894-P	Southbury, Conn	W2BSJ	ROWE, Alfred H.	169-V	New York City	NY
W1BMS	HALL, William L.	915-V	Friendship, Me.	W2BWK	CRUM, Arles A.	585-P	Rochester	NY
K1BS	EATON, Louis F.	790-P	Duxbury MA	K2BK	BEAM, Merrill D.	803-SGP	Mt. Holly	NJ
WA1C.IT	LINDSAY, Robert C.	889-PA	Coventry, R.I.	W2CDA	KENNYHERTZ, Albert C.	601-V	Roselle	NJ
WA1CRY	CURTIN, James F.	858-PA	N.Kingstown, R.I	W2CFB	WHITE, Harry S.	412-P	Toms River	NJ
W1CX	MOORE, James W.	1014-P	Ellsworth, Maine	W2CJX	MALLERY, Sherman J.	797-P	Ridgefield Pk.	NJ
W1DGB	BAUMLIN, Leon M.	184-PA	West Chatham, MA	W2CKQ	MEDITZ, Joseph E.	206-PA	Ridgewood	NY
W1DIU	GAHM, Sebastian	794-P	Hull, Ma.	K2CO	FINCH, Ralph D.	758-V	Jamesville	NY
W1EM	HUSTON, ROBERT D.	628-P	Portland Me.	W2CU	MUMFORD, William W.	746-P	Morris Plains	NJ
W1FU	COHEN, Monte	793-P	Longmeadow Ma.	WA2C1J	COHEN, Irwin C.	1017-PA	Willingboro	NJ
W1GBB	STEADMAN, Robt. C.	215-P	Hyannis, Ma.	WA2DIG	URICH, Victor C.	962-P	Haledon	NJ
W1GEQ	ELDRIDGE, Jonathan	525-V	N. Chatham, Ma.	K2DS	CLARK, Henry D. Jr.	702-PA	West Paterson	NJ
W1GHK	MASON, Carl L.	275-PA	Pownal Me.	K2DW	VANDIVEER, William E.	745-PA	Pt. Washington	NY
W1GM	BUTTERWORTH, Walter J.	249-P	Braintree Ma.	W2DXXI	GERRITY, James T.	578-PA	Old Westbury	NY
W1GTY	BEAUDOIN, Jules	670-PA	Biddeford, Me.	W2EMS	PHELPS, Theodore K.	881-PA	Kendall Park	NJ
W1GUP	DEFFINGER, Hawley C.	764-PA	Stamford, Ct.	W2ES	WIZEMANN, Grover W.	75-P	Pleasantville	NJ
K11J1	HAVENS, A.C.B.	795-P	Waterbury Ctr. VT.	K2FJ	PALMER, Kenneth R.	887-PA	East Aurora	NY
W1IOT	LABRIE, Hector R.	772-PA	Lancaster Cn.	WA2FLE	MILLET, Francisco	850-PA	Brooklyn	NY
W1JY	JOHNSON, Olof W.H.	706-V	Merrimack, Nh.	W2GW	COOKSON, HOWARD (C)	140-SGP	Wyckoff	NJ
W1JZ	LANDICK, Robert E.	296-P	Lynn MA.	K2IEA	BARRIENTOS, Cipriano T.	842-PA	Rahway	NJ
W1KA	GRAY, Almon A.	810-V	Deer Isle ME.	K2IFW	FALJON, James R.	870-SGP	Sayville	NY
W1KR	STONEILL, Robert G.	161-SGP	Cleveland OH.	K2IX	CRESESE, Alfred S.	422-SGP	Cape May	NJ
W1KTU	OLIVER, Melvin J.	295-PA	Inverness CA.	W2KDW	DAMES, Theodore E.	559-PA	Arlington	NJ
K1LE	KATON, Louis F.	790-P	Duxbury MA.	W2LEL	MASTEN, Donald B. Sr.	777-PA	Milton	NY
W1NF	ERICSON, Arthur E.	70-SGP	Beverly MA	W2LQ	ST. CYR, Alfred L.	905-PA	Union City	NJ
W1NP	GOULD, William B.	565-V	Elberon NJ.	W2LTM	SANICOLA, Peter	490-PA	Hempstead	NY
WA1NRG	GODZYK, John	855-PA	New Britain CT.	W2LX	MORRIS, Robert M.	FOP-11	Sparta	NJ
W1PH	HAYWARD, Edward E.	886-SGP	Auburndale MA.	W2MEI	LIDELL, Steadman	888-PA	New York City	NY
W1PNY	SCHROEDER, Peter B.	FOP-3	Mansfield Ctr. CT	WB2MVK	MATED, Louis R.	878-PA	Far Rockaway	NJ
K1RTV	HOLLAND, Edwin C.	465-V	Woburn MA.	K2NP	GOULD, William B.	565-V	Elberon	NY
W1RZ	SNOW, Albert E.	192-P	Cape Cod MA.	W2OZD	CLARK, Henry D. Jr.	702-PA	West Paterson	NJ
K1TLR	HOLLAND, Edwin C.	465-V	Woburn MA	WB2PQG	SWICINSKI, Allen P.	941-PA	Irvington	NJ
W1VEH	BLODGET, BENJ. B.	767-PA	APQ, S.F. 96274	WA2QGV	FISCHER, Herman A.	518-P	Westfield	NJ
K1ZFQ	HOFFMAN, James E.	319-PA	Milford CT	W2RTV	MAASS, CHARLES E.	580-P	Short Hills	NJ
W1ZS	SABIN, Glenn C.	861-SGP	Northampton MA.	W2SSY	JONES, William H.	700-SGP	East Greenbush	NY
K1ZVQ	WARDEN, Donald W.	517-PA	Mystic CT.	WA2SVA	SWALLOW, John H.	835-P	Canandaigua	NY
K1ZVU	NORBACK, John O.	692-PA	Stamford CT.					



2

WB2TFH HALL, George E. 871-PA Saddle Brook NJ.  
W2TG BRIZZOLARI, Anthony J. 869-SGP Forrest Hills NY  
W2UHM KUDIAN, Henry 541-PA ARDSLEY NY.  
WA2UKO KOPF, Earl W. 613-P Lincroft NJ  
W2US HANNAH, William H. 151-P Riverhead NY.  
WB2VEJ SHAW, William H. 371-SGP Cape May Point N.  
WA2VMQ URBANK, Christie 1016-P Philadelphia PA  
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W2VU KALE, Samuel S. 454-P Trenton NJ  
W2WB CAMILLO, MATTHEW 750-P Bergenfield NJ  
WB2WDF ALMOUTST, Carl O. 365-P Northport NY.  
W2WJ HOFFMAN, William H. 218-SGP Cherry Hills NJ  
W2WS JEFFORDS, John M. 778-V Fayetteville NY.  
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K2WV BRELSFORD, Charles M. 353-V Rochester NY.  
W2WX EGOLF, Richard S. 71-SGP Brooklyn NY.  
W2YGC HULL, Harding E. 540-V Schenectady NY.  
W2ZCH SOUTH, Samuel L. Jr. 719-PA Lambertville NJ.  
W2ZH DAVIS, Dr. E. Stuart 208-P Union NJ.  
W2ZI (C) RASER, EDWARD G. 35-P Trenton NJ.  
W2ZK WAITE, Amory H. Jr. 411-P Oceanport NJ.

3

K5AA CLEMENT, Lewis M. 153-SGP Doylestown PA  
W5ADK MARBACH, George D. 752-V Indiana PA  
K5AG GOOHS, Otto J. 198-P Pittsburgh PA  
W5ANV WEINTRAUB, Lawrence L. 755-PA Silver Sprg. MD  
K5BK GERCHMAN, Anthony S. 938-PA Susquehanna PA  
-  
W5BS KRECH, Karl G. 357-SGP Drexel PA  
W5CU MUMFORD, Edgar R. 724-P Annapolis MD  
W5DUG JACOBSON, Max M. 980-P Silver Spg. MD  
W5EPX MATLACK, Rexford M. FOP-12 Madeira Bch FL  
W5FK IRVING, Herbert W. 144-P Saxonburg PA  
-  
W5FYD SCHANIZ, John S. 617-P Ft. Washn. PA  
W5FZT DANES, Lewis E. 386-V Edgewater MD  
W5IDJ PALMER, Lester C. 995-P Franklin PA  
W5IHY SWANDIC, Bernard J. 901-PA Derwood MD  
W5JI LOONEY, Howard C. 645-P Bethesda MD  
-  
W5KQH GROVE, Luther B. 155-P Mifflinburg PA  
W5KW GLEASON, Robert J. 642-P Annapolis MD  
W5LMB FARKAS, Ben 846-V McKeesport PA  
W5MAM YURICEK, John 753-PA Brackenridge PA  
W5MSN BRIGGS, Lawrence W. 481-V Oxon Hill MD  
-  
WA5NTL PAUL, Boyd E. 885-PA Snow Shoe PA  
W5OC LOHMAN, Hunter J. 811-SGP Elizabeth PA  
W5OY JACOBY, Arthur C. 62-P Lancaster PA  
W5PEV FAVRE, George E. 236-V Rockville MD  
W5PM HORN, Charles S. 791-P Rehobeth B. DE  
-  
W5QCB GATES, Anthony M. 485-PA Baltimore MD  
K5RJD URBANK, Christie 1016-P Philadelphia PA  
K5UG GOLDWATER, Barry M. 800-H Washington DC  
W5YPL KRANTAS, Charles E. 524-PA Gettysburg PA  
W5ZF MARSH, John S. 507-P Bethlehem PA

4

W4AA NELSON, Wayne M. 629-V Concord NC  
WB4AMR BALLARD, Leonard M. 492-P (FL) L. Panasoffkee FL  
WB4AJV MARSANO, Carlo M. 230-PA Key West FL  
W4AK HALLIGAN, William J. 577-P Miami Beach FL  
W4AKJ HAMLETT, Frank R. Jr. 989-PA Gulf Breeze FL  
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W4ALP FOGARTY, John J. 668-P Tampa FL  
W4AT CRUSOE, Joseph L. 814-P Key West FL  
W4AZ GUY, Raymond F. 160-P Lighthouse Point FL  
W4BIC SHINN, Ellsworth K. 654-V Port St. Lucie FL  
W4BM VILLAREAL, Dewey R. 657-SGP Safety Harbor FL  
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W4BMF GREEN, RAYMOND J. 395-SGP Fort Charlotte FL  
K4BNI McINTYRE, Richard 877-PA APO S.F. 96528  
K4BX TAMBURINO, Anthony C. 460-SGP Falls Church VA  
W4CI FOGARTY, John J. 668-P Tampa FL  
W4CQL HERMANSON, Mrs. Elsie 685-PA W. Palm Beach FL

K4CR CAGLE, Harold 830-PA Jonesboro TN  
K4CV GASKILL, William W. 158-P Palm Bay FL  
W4CZM GASPAROVITCH, Stephen 921-P Orlando FL  
W4DL LAXSON, Dan D. 557-V Hialeah FL  
W4DVO CONNOLLY, Lewis A. 655-P Tampa FL

K4DW KRUSHINA, Frank C. 856-PA Ft. Lauderdale FL  
WB4ESH LEVINE, David B. 875-PA Holly Hill FL  
W4EWS LAHEY, Richard T. 967-P Floral City FL  
W4EXS ASHLEY, Arthur R. 351-PA St. Petersburg FL  
W4EYM ROBERTS, Forrest G. Jr. 721-V Coral Gables FL

K4FL ROBERTS, Thomas J. 644-V Coral Gables FL  
W4FWP GARCIA, James R. 785-V Tampa FL  
K4PYL POWERS, George H. 998-V Naples FL  
K4GDC HENDERSON, Walter G. 527-PA Burlington NC  
W4GHO Mc LEOD, Lewis E. 714-PA Waves NC

K4GM NICKS, Henry J. 650-V Miami FL  
K4GT SHANNON, Frank J. Sr. 699-P Tampa FL  
W4GWR EXLINE, James W. 290-V Mobile AL  
W4HU SWAFFORD, John H. 783-PA Arlington VA  
W4HYW MOSS, Thomas M. 985-PA Atlanta GA

W4IJ SMITH, Walter D. 267-PA Falls Church VA  
W4IKU/6 STRAUSS, Seymour 826-PA Fremont CA  
K4IU GHEN, Melville W. 650-P Redington Bch FL  
W4JVA COLBY, PAUL R. FOP-6 Ormond Beach FL  
W4JYJ FLANK, William C. 961-V Lynchburg VA  
WB4KBZ SIMEK, William D. 945-P Ft. Lauderdale FL  
W4KC FRANKLIN, William F. 667-P So. St. Petersburg FL  
W4KTE LINDNER, Walter W. 680-V Pompano Beach FL  
W4KVV STEWART, Hugh B. Jr. 978-V Sandston VA  
W4KZR HILCKEN, Hans H. 711-SGP Bay Pines FL

WB4LAW CLARK, Silas F. 322-P West Springfield VA  
W4LI WHITE, Luther E. 812-P Apollo Beach FL  
WB4LXJ SZABO, Paul 849-V Tampa FL  
W4LYJ BLACKMAN, John A. 833-P Dothan AL  
K4MD SAVAGE, Harvey B. Jr. 920-V Warrenton VA

W4MHN BULLIS, George E. 505-PA Memphis TN  
K4MP Miller, J. William 574-PA Vienna VA  
K4MV LINDSEY, William F. 540-V Ft. Lauderdale FL  
K4NE SIECK, Lewis W. 862-V Treasure Island FL  
WA4MMQ WILLMOT, William C. 784-PA Merritt Island FL  
K4NV ROBINSON, John A. 651-V Huntsville AL  
W4NZP ROBERTSON, William H. 1019-PA Memphis TN  
W4OL BURR, Arthur M. 809-P Fairfax VA  
W4PPH O'CONNOR, Robert C. 912-PA Roskin FL  
K4PI (C) ATILE, FRANKLIN 382-P St. Petersburg Bch FL  
W4PN BYERS, William S. 949-PA Orlando FL

K4PN LORD, Wilfred F. 679-V Coral Gables FL  
W4POV BESS, Charles H. 688-V Ft. Lauderdale FL  
W4RD GIVENS, Orville B. 689-CA Miami FL  
K4RG PECK, Gordon V. 655-P Pompano Beach FL  
W4RGA BANKS, Delbert F. 813-PA Miami FL  
W4RJR SMITH, Earl R. Jr. 872-PA Hialeah FL  
WB4RMP SIDNELL, Robert G. 161-SGP Cleveland OH  
K4RQ CONCANNON, Charles P. 270-P Alexandria VA  
K4RQE COATES, Fred E. 960-PA Oxnard CA  
W4SSE GRAHAM, James W. 475-V Dunedin FL  
W4SM (C) FERNANDEZ, MANUEL 488-P Greenville SC

W4SN NORMAN, Stacy W. 209-SGP Charlottesville VA  
K4TC MATTOX, Robert H. 906-PA Aripeka, FL  
W4TE DE BARDELEBEN, John P. 708-V McLean VA  
W4TPO FALK, Howard B. 476-PA Purcellville VA  
WA4TRR MEYER, Henry E. 285-P Hollywood FL  
K4UNW WYATT, Homer G. 648-PA Paducah KY  
W4ZWD IRELAND, Noble H. 854-P Ft. Walton Bch. FL

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W5ARV SHAW, Will A. 534-PA Venus TX  
W5AU GALLO, Louis J. 804-SGP New Orleans LA  
K5CDA STOUT, Max V. 186-PA Ozone AR  
W5CJH FORK, George E. 990-PA Carrollton TX  
W5COE DALBY, John E. 681-PA Okla. City OK

W5CTM DANIELS, Paul H. 515-V Paris TX  
W5DNN BUDDENCKE, Charles B. 320-P Port Arthur TX  
WB5EJH IRVIN, James D. 854-PA Woodville TX  
W5EKE LONG, Alfred B. 359-V Beaumont TX  
W5EWS TRIVINO, Richard W. 928-PA Orange TX

W5FA ARMSTRONG, Roy E. 975-SGP San Antonio TX  
WB5FBM PECK, Gordon V. 655-P Dallas TX  
W5FHN ABBENS, George W. 274-V Dallas TX  
W5HBT FOHN, Horace J. 940-V Cedar Creek TX  
W5HD DUTTON, Robert P. 564-V Dallas TX

5

W5HHB GUILLOT, Gus J. 779-V Nederland TX  
 W5HV BLEVINS, Ernest L. 946-P Harrison AR  
 W5JE MATTES, Arthur S. 152-V Port Arthur TX  
 W5JH IORD, Harry R. 258-P Dallas TX  
 W5KW PEERLER, Robert B. 291-PA Galveston TX  
 W5KQE WILLIAMS, Charles R. 365-V Houston TX  
 WA5NLI McMAHON, Lee R. 194-V Beaumont TX  
 W5OPT ESCAGNE, Irving E. FOP-5 Port Arthur TX  
 W5OKU HARRISON, Oscar T. 207-V Houston TX  
 W5TM BENSON, Gail G. 698-P Jackson MS  
 W5ZO FLYNN, James G. Jr. 567-P Crawford TX

6

6A  
 W6AAK LOPEZ, Andrew B. 246-P Azusa (all) CA  
 W6AD JAEGER, Oscar 957-PA Aptos CA  
 W6ADN FREEMAN, William 155-P Reedley CA  
 W6AJB STEGER, James H. 525-PA El Dorado Hills CA  
 W6AL ERICH, William J. 107-SGP Lodi CA  
 W6AM WALLACE, DON C. 659-SGP Palos Verdes Pens  
 W6AP HENRY, Everett, G. 121-P Vista  
 W6AT ARNOLD, Edward G. 529-P Vacaville  
 W6AUC ESTEP, Russel A. 80-V Belmont  
 W6AUB BERGSTEDT, Dalton J. 522-V San Mateo  
 W6AW RICHARDSON, Roland D. 430-P Livermore  
 W6AWG SHAW, Harry H. 927-V Bolinas  
 W6AX MAYES, Thorn L. FOP-1 Saratoga  
 W6AY ROBERTS, Walter J. 398-P Oakland  
 W6AY STEFFEN, Carroll V.N. 76-P Oakland

6B

W6BBV BLAIS, Maurice J. 550-P Loma Linda  
 W6BDE GIVEN, Esther I. 709-PA Montara  
 W6BEU ESTEP, Harold A. 96-V Sacramento  
 W6BG GERLACH, William G. 104-SGP Oakland  
 W6BGU BLANCHET, James J. 971-SGP Oakland  
 W6BGD FALKY, James B. 244-V Redwood City  
 W6BGX CURTIS, Harvey C. 740-V South San Francis  
 W6BI WATSON, Leroy P. 884-P Berkeley  
 W6BJD BELL, Joseph W. 762-V Berkeley  
 W6BBLU BROWN, Norman E. 675-PA Fresno  
 W6BLZ MARRINER, EDMUND H.  
 W6BND STRADER, ROBERT L. 157-V Sebastopol (C/O)  
 W6BNJ THOMPSON, Kyle E. 908-PA San Jose  
 W6BO SHAW, Oswald Mason 1008-SGP San Jose  
 W6BOH DELANEY, James B. 749-P Rosemead  
 W6BFP THOMPSON, Wesley G. 48-SGP Ben Lomund  
 W6BHV HANSON, Earl H. 615-PA Santa Ana  
 W6BRD SMITH, Calvin J. 798-P Los Angeles  
 W6BNJ COUP, Robert C. 354-V Torrance  
 W6BYZ ATIENZA, Jose R. 911-V San Francisco  
 W6BZY PALMER, Glenn E. 805-P San Francisco

6C

W6CAL KNIGHT, George M. 657-PA North Hollywood  
 W6CC GARRETTE, Edwin C. 142-SGP Colusa  
 W6CCZ WILKINSON, George L. 985-PA Santa Rosa  
 W6CFC BERNHARD, Robert H. 305-P Lancaster  
 W6CFT NOLAN, Arthur B. 372-V San Diego  
 W6CH ROMANDER, C. Hugo 404-P Redwood City  
 W6CID PIERCY, Elmer A. 410-V Victorville  
 W6CIN ASHLING, Charles W. 218-PA Mill Valley  
 W6CIO DAVIES, David T. 822-P Encinitas  
 W6CIS HUGHES, Kenneth E. 902-V Merced  
 W6CI LINDGREN, Harry M. 261-P Los Angeles  
 W6CN ROBINSON, Alfred K. 200-P Vista  
 W6CU MUMFORD, Harold S. 945-P Walnut Creek  
 W6CV WERSEN, David T. 288-P Vista  
 W6CXC HESS, Dr. W.C. FOP-9 Pasadena  
 W6CXJ BURRIS, William L. 552-P Belmont

6D

W6DAY TAME, Joseph Jr. 524-P Tujunga  
 W6DEY MAXSON, Roy R. 389-V Vista  
 W6DIO KELLEY, John H. 528-P Ontario  
 W6DQI COLBERT, I. Roland 91-SGP Hemet  
 W6DUC FERGLUSON, Chester R. 154-P Half Moon Bay  
 W6DX HENRY, Corwin R. 119-SGP Alamo  
 W6DXA CEMENTSCH, Frank C. 147-SGP San Anselmo  
 W6DY GARDNER, Charles L. 682-V Lancaster

6E

W6EA BRATTLAND, ARMOND D. 139-P Long Beach  
 W6EAK MATTHEWS, Courtney 549-V Burbank  
 W6EAR NELSON, John B. 86-PA Half Moon Bay  
 W6EAS DeMERRIT, Lorin G. 100-V Sebastopol (T)  
 W6EC WATERS, DR. JOHN E. 221-SGP Hemet  
 W6EDS FREITAS, Edgar A. 514-P Glendale  
 W6ENO TAGGART, Wallace R. 542-V Piedmont  
 W6ER SPATAFORO, Joseph 25-P Sacramento  
 W6ET CORMACK, Alan N. 55-P San Anselmo  
 W6ETY BURGER, Lester R. 256-V Point Reyes  
 W6EU McGEORGE, William M. 521-P San Jose  
 W6EY Mc CARGAR, Jonas L. 36-SGP Capitola  
 W6EZK PENNIWELL, Amory F. 551-V Navaguez, PR.

6F

W6FB ELSEY, Fred J. 598-P Palm Springs  
 W6FC WHITTAKER, Gerald A. 6-P Santa Rosa  
 W6FCX SIMPSON, Robert L. 52-P Sonoma  
 W6FI CHAMBERS, JAMES T. 136-P San Francisco  
 W6FP KALL, Frederick E. 974-V Eldorado Hills  
 W6FS McARDLE, W. Earle 4-P Sebastopol  
 W6FX McARDLE, James J. 292-P San Francisco  
 W6GYP STEWART, David B. 906-V Roswell NM.  
 W6GZ JOHNSTONE, RICHARD 2-SGP Larkspur (PresEm)

6G

W6GAV GEMEROY, Charles G. 995-PA San Diego  
 W6GB KNIGHT, Walter A. 153-P Garden Grove  
 W6GG MACKIN, George R. 28-P Saratoga  
 W6GGV OATMAN, Marshall Z. 691-PA La Quinta  
 W6GRS BROWN, Richard E. 621-V Gardena  
 W6GWN CARMONA, Albert J. 741-PA Lancaster  
 W6GWY PRATHER, Arlie W. 149-P San Diego  
 W6GY BRINCKMANN, Frederick E. 51-P Fountain Valley

6H

W6HB RAWLINS, Lynn G. 972-V Hillmar  
 W6HFO McLEOD, Gordon 441-PA San Mateo  
 W6HG DERY, George P. 457-V Bellflower  
 W6HJ McGEORGE, H. Crosby 35A-V Paso Robles  
 W6HJM WIEHR, Henry F. 82-SGP Crescent City.  
 W6HLL MONEK, Dr. Gregory G. 243-V La Mesa  
 W6HLD BRODNAX, Alan D. 472-PA San Rafael (NET/C)  
 W6HM Montgomery, Martell E. 189-P Ajijic, Mexico  
 W6HS HOKE, Vergne L. 88-P Petaluma  
 W6HTG MELONEY, William M. 500-PA Inverness

6I

W6ICT HARVEY, Kenneth H. 987-PA El Cajon  
 W6ICU COATES, Fred E. 960-PA Oxnard  
 W6IG LATOURELL, Duane D. 925-V Los Angeles  
 W6IH RUGGLES, James E. 520-V North Hollywood  
 W6IJ VELIZ, Joe R. 729-PA Pleasant Hill  
 W6IJP MITCHELL, Richard 754-PA Los Alamitos  
 W6IJJ GALVEZ, William 180-PA San Rafael  
 W6IMR VIOLINO, Eugene H. 910-PA Glendale  
 W6IN CHASE, Ralph N. 109P Yucaipa  
 W6ING HILL, John C. 580-P Pacific Grove  
 W6IYU SHIDLER, Elbert M. 515-P Lancaster

6J

W6JAE HEAVEN, Dr. Robert C. 656-PA Northridge  
 W6JAO ESTEP, Gerald A. 95-V San Diego  
 W6JB ABADIE, Fletcher S. 240-V Point Reyes Stn.  
 W6JDE WHITE, Norman 394-PA North Hollywood  
 W6JE GRUNDRELL, Herbert C. 98-SGP San Luis Obispo  
 W6JEJ BUCHNER, Collins R. 765-SGP Inglewood  
 W6JF JACKSON, Benjamin B. 422-SGP Dana Point  
 W6JG MONTGOMERY, Alvin R. 907-P Hollywood  
 W6JH COLLIAU, Edmond H. 745-P Clintridge  
 W6JI CUSHMAN, James J. 1905-P Turrance  
 W6JJY CARTER, Richard D. 595-PA Santa Monica  
 W6JN BREUER, Herbert J. 552-P Sacramento  
 W6JO ELLISON, Melvin E. 125-P Oakland  
 W6JQJ LARSEN, Charles W. 15-P Vista  
 W6JSN BATH, Louis G. 880-PA San Francisco  
 W6JTI Anderson, Edward R. 917-P Hemet  
 W6JU BREWER, Morton S. 557-V La Canada  
 W6JZR DURKEE, Kenneth M. 596-P Lafayette

6K

W6KDS LENGYEL, Robert R. 555-PA Pleasant Hill  
 W6KE DIXON, Francis C. 190-V Seal Beach  
 W6KF SKIPPER, Louis C. 504-V Livermore  
 W6KJV NORBACK, John O. 692-PA Los Altos Hills  
 W6KG COLVIN, Lloyd 661-V Richmond  
 W6KHA WILSHURST, Ernest F. 426-P Fallbrook (D-3)

## 6K

W6KJ HANLON, RUSSELL A. 299-P Sonoma (Calif.)  
 W6KKW ASPLUND, Rudolph A. 57-P Atherton  
 W6KLIH DISHON, Elmer F. 451-V Long Beach  
 W6KQW BECHTOLD, Ira C. FOP-8 La Habra  
 W6KSG STINGER, Richard H. 662-PA Valinda  
 W6KUF SERPA, Joseph E. 558-PA Novato  
 W6KYP HOOPER, Rudy E. 876-PA Simi Valley  
 W6KZJ DAILY, Laurence A. Jr. 652-PA San Carlos

## 6L

W6LDO DROZDIK, Dr. Walter M. 172-PA San Jose  
 W6LE PENBERTON, Cyril H. 225-P Vista  
 W6LFFQ SPATAFORE, Anthony 454-P San Mateo  
 W6LJ HYDE, Stanley E. 545-SGP Burbank  
 W6LLE MUNDHOLLON, Virgil V. 841-P Glendale  
 W6LM CORPE, Goodspeed S. 29-SGP wrightwood  
 W6LRV SFEMAN, Thomas H. 646-V San Diego  
 W6LSK HUBBARD, Irvin W. 164-SGP Oceanside

## 6M

W6MAB STAGNARO, John A. 87-P La Crescenta  
 W6MB BUNTING, Theodore R. 550-SGP Vista  
 W6MC McCARTHY, Dr. John C. 68-P Stockton  
 W6MD SIMMONS, Warren A. 956-V San Diego  
 W6MZ MEYERS, Raymond E. 89-SGP San Gabriel  
 W6MBE MONTGOMERY, Alvin R. 907-P Hollywood  
 W6MBS GREENMAN, Roger S. 477-V Inglewood  
 W6MV HOWLAND, Robert S. 897-V Palo Alto  
 W6MW ANDERSON, Carl E. 318-V Del Mar  
 W6MY JEFFERSON, Ernest E. 489-P Pebble Beach

## 6N

W6NB BIRO, Edward 549-P Oakland  
 W6NCP BECHTOLD, Ira C. FOP-8 La Habra  
 W6ND LINDSAY, Edward G. 255-P Burlingame  
 W6NF BALDWIN, Edgar V. 201-SGP San Francisco  
 W6NHR KOWALSKI, Henry 955-PA Fairfield  
 W6NTU BECKER, Peter J. Jr. 24-P Daly City  
 W6NK FREELAND, Carroll 247-P Sacramento  
 W6NR RAUCH, Walter P. 177-V Granada Hills  
 W6NW GREENEY, Francis B. 259-P San Jose  
 W6NXZ BROWN, John W. 455-PA Sacramento

## 6O

W6OD PIRIE, Robert K. 597-V Santa Barbara  
 W6OEL HOLGERSON, Emil A. 175-P Half Moon Bay GG  
 W6OLA PREBLE, Clyde W. 627-PA Mill Valley  
 W6OOR READ, Samuel G. 409-P Chula Vista  
 W6ONM FULLER, Leland L. 450-V Vista  
 W6OO FARMER, George G. 85-SGP Santa Rosa  
 W6OPQ YOUNG, Frank R. 1015-PA Concord

## 6P

W6PC PACKARD, Lyman W. 548-P Fullerton  
 W6PCZ THOMAS, Ralph L. 640-PA Los Angeles  
 W6PF WOLFE, Glenn H. 955-V Novato  
 W6PFB TASCHNER, Vern M. 501-P Laguna Beach  
 W6PFO HOLZENBERG, Eugene V. 720-V Carlsbad  
 W6POQ KELSO, Theodore W. 455-P Escondido  
 W6PQ KELIAN, Victor W. C. 832-V North Hollywood  
 W6PRD WELCH, Herbert E. 159-P Stockton  
 W6PWO HUNTER, Irving F. 558-SGP Glendora  
 W6PZY LEE, Charles B. 241-P Los Angeles

## 6Q

W6QA FELIZ, Sisto J. 329-V So. San Francisco  
 W6QJAY JULE, Rex H. 419-P San Diego  
 W6QBD HARWOOD, Julian H. 697-PA Lucerne Valley  
 W6QD CLEMENS, Charles W. Jr. 666-PA Tustin  
 W6QF CASERHEER, Charles J. 690-PA Mountain View  
 W6QIL FURLONG, Ray A. Sp. 904-PA Lakewood  
 W6QMC HULTQUIST, John A. 211-V Half Moon Bay  
 W6QP NICHOLS, CLIFTON T. 59-SGP Palm Desert  
 W6QQB WINCKEL, Fred M. 555-P Los Angeles  
 W6QT DOWKER, Robert F. 860-PA Thousand Oaks  
 W6QU THOMAS, Hubert E. 471-V Ojai

## 6R

W6RH HEINTZ, Ralph M. FOP-2 Los Gatos  
 W6RI LANDRY, Nev R. 610-PA San Leandro  
 W6RIL BOURG, Vernon P. 1020-V Fremont  
 W6RM HITCHCOCK, Ray W. 652-PA Upland  
 W6RNM WEDROW, Carl P. 587-V San Diego  
 W6RNC HUNTLEY, Fred E. 585-PA Berkeley  
 W6BRQ WACHTELL, Bruce W. 782-PA Sausalito

## WBGRSY

GOODMAN, James H. 789-PA Redding

## WBRZA

SMITH, Robinette C. 855-PA Sepulveda

## 6S

W6SA BRIARE, William W. 437-SGP Los Gatos  
 W6SH HEINTZ, Sophie FOP-2A Los Gatos  
 W6SK KNICKENBOCKER, Harvy M. 641-PA La Mesa  
 W6SRI LLOYD, Harold A. 591-V Santa Barbara  
 W6SRN JEPSON, William L. 346-P Pacifica

## 6T

W6TB BURGMAN, Elmer H. 484-V Los Angeles  
 W6TDH PARKANS, Stephen 171-P Albany  
 W6TK SHULTSE, Quido M. 965-P Pasadena  
 W6TON CHILSON, Lewis D. 222-P Imperial Beach  
 W6TR CANNON, Clifford H. Sr. 17-SGP Santa Clara  
 W6TV KAIDER, Stephen J. 264-V Los Altos  
 W6TZ BRELSFORD, Ernest C. 265-P Santa Barbara

## 6U

W6UAB PETERSON, Jack B. 576-PA San Francisco  
 W6UDR WARNER, Harry E. 420-PA San Leandro  
 W6UJ WENWORTH, Brandon 395-P Laguna Beach  
 W6UMP ZENTNER, Robert P. 827-PA Berkeley  
 W6US OSBORNE, Butler J. 20-SGP Sonoma (GG)  
 W6UJJ THOMAS, Ralph L. 640-PA Los Angeles  
 W6UZM HOPWOOD, William P. 406-V Livermore

## 6V

W6VDS BYRON, Arthur A. 356-V San Pablo  
 W6VF LEIGH, Philip P. 259-P Sun City  
 W6VFW HOOD, Andrew G. 317-PA St. Helena  
 W6VH BROWN, Judge James H. 581-P Los Angeles  
 W6VKT WILEY, George H. 364-V Sacramento  
 W6VS DAVIS, William S. 19-P Berkeley  
 W6VY ATKINS, David H. 765-P Los Angeles  
 W6VY HARRISS, Capt. Robert C. 890-V Danville

## 6W

W6WC WATSON, Clifton H. 405-SGP San Diego  
 W6WD MULLINX, George H. 55-P Mountain View  
 W6WED WILLIAMS, Paul 645-P Santa Cruz  
 W6WF SLATER, John L. Jr. 9-P Santa Clara  
 W6WT HURTT, John N. 90-P Palm Desert  
 W6WU HAYTON, William N. 170-PA Novato  
 W6WPL RITZEN, Jacob L. 553-PA APO NY 09406  
 W6WQ SLYFIELD, Charles O. 366-P San Diego  
 W6WSL PRICE, Eugene H. 79-SGP Aptos  
 W6WV COOK, Robert O. 552-P Los Angeles

## 6Y

W6YDW ANDERSON, Carl 754-PA Fairfield  
 W6YLC WELLS, Harry G. 898-PA Pico-Rivera  
 W6YH MOON, Robert H. 149-P Arcadia  
 W6YYC MOORE, Joseph P. 655-P Poway

## 6Z

W6ZF MARTIN, Ronald G. 81-P Napa  
 W6ZI MUNDT, Carlos S. 392-P Novato  
 W6ZJ MAYNES, Walter W. 588-P Sebastopol  
 W6ZK MANGELSDORF, Fred B. 7-P Sonoma  
 W6ZKI BROWN, Robert P. 92-P Long Beach  
 W6ZR CLARK, Kenneth G. 487-SGP Walnut Creek  
 W6ZSH COLLIAU, Edmond H. 745-P Flintridge  
 W6ZYF DANKO, Joseph P. 255-SGP Aptos  
 W6ZYQ ONG, George H. 554-V Albany

Note: Address of all "6-LAND" Calls is CALIFORNIA.



# AMATEUR RADIO STATION DIRECT-

THE WIRELESS PIONEER  
DIRECTORY SECTION

7

7A			
W7ABH	LOFQUIST, Edwin H.	947-V	Seattle
W7ADT	OSCARSON, Bert A.	450-V	Seattle
K7AG	HAZLETON, Ralph L.	11-P	Lincoln City
W7AGV	SULLIVAN, Kenneth R.	986-V	Seattle
W7AN	WILLIAMS, Charles E.	152-P	Seattle
W7APE	COX, Roy W.	562-V	Winslow
W7AWU	REDFERN, George K.	991-PA	Portland
7B			
W7BA	PEEK, Loyd A.	45-P	Seattle
W7BPU	CROUSE, James W.	453-P	Seabrook
W7BIF	HELNLEIN, Oscar A.	755-V	Boulder City
W7BIG	METZ, Marion A.	976-V	Auburn
W7BN	JOHNSON, James A.	461-P	Seattle
W7BP	BLAKE, Charles F.	58-V	Sun City
7C			
W7CBB	JOHNSON, Francis H.	599-P	Portland
W7CI	COMSTOCK, George L.	154-P	Patlach
W7CJV	CONRADT-EMERLIN, Viggo H.	262-P	Seattle
W7CO	NEWMAN, Donald P.	58-V	San Francisco
W7CSH	HILL, Herbert H.	464-P	Seattle
7D			
K7DBZ	JOHNSON, George R.	499-P	Central Point
W7DN	NEWMAN, Donald P.	58-V	San Francisco
W7DRW	CREES, Dr. Robert R.	97-P	Seattle
W7DWW	OLIVER, Herbert J.	575-V	Milwaukee
W7DXE	BAKER, Earl W.	110-P	Olaia
7E & 7F			
W7EN	DIXON, James I.	686-PA	Salt Lake City
W7FBP	MONTLE, ROMÉ	12-P	Kent
W7FE	BAUMGARTNER, Walter	297-V	San Francisco
W7FNE	LANE, Benjamin P.	232-PA	Tolovana
W7FQE	GATES, John M. Jr.	992-V	Vancouver
W7FS	OLSON, Keith O.	229-V	Belfair
W7FW	RATHBUN, Walter R.	116-P	Anacortes
7G & 7H			
W7GAQ	ELWOOD, JOHN N.	396-PA	Lancaster
W7HJU	LAMB, Edwin S.	102-SGP	Beaverton
W7HNS	STEVENSON, Clarence H.	509-V	Graham
W7HNS	LARRABEE, Jack W.	864-V	Yakima
W7HD	MEHNER, Albert H.	959-V	Las Vegas
W7HRM	ROBERTSON, Harvey J.	799-V	Cheyenne
W7HSO	MURRAY, James	584-PA	Seattle
W7HSP	DIETZEL, Fred C. Jr.	384-PA	Bartlesville
7I			
W7IC	ONSUM, George A.	474-P	Seattle
W7IE	WRIGHT, Robert A.	166-V	Portland
W7IEH	BAKER, Joseph W.	284-P	Tucson
W7INR	BOYCE, Jefferson C.	694-PA	Santa Maria
7J			
K7JQL	CURTIS, ROY A.	828-PA	Phoenix
W7JU	WARNER, Reynold T.	215-P	Riviera
W7JY	GREEN, Warren L.	254-V	Mercer Island
7K			
W7KA	DUNLAP, Leland M.	951-P	Edmonds
W7KAI	LAMBERT, John W.	781-PA	Tucson
K7KNU	O'LAHEY, John D.	821-PA	Nome
K7KSA	LUNBECK, George A.	895-PA	Story
7L			
W7LGC	MITCHELL, Walter L.	60-P	Seattle
W7LQ	RUNNELLS, Thomas R.	909-V	Seattle
W7LT	PEEL, John A.	568-V	Portland
7M			
W7MCZ	RUSSELL, Adm J.	502-P	Tucson
W7MEA	ROBINSON, John T.	141-V	Mercer Island
W7MKW	COMPTON, Hugh	27-P	Seattle
W7MN	BRITTON, Walter E.	444-PA	St. Helens
W7MY	RYARS, Lloyd J.	125-V	Salt Lake City

7O			
W7OB	GILLIAM, James N.	199-PA	La Puente
W7OE	PYLE, Howard S.	50-P	Mercer Island
W7OL	HACKER, Paul E.	301-SGP	Caldwell
WN7ORV	MATTHEWS, S. Reginald	771-PA	Phoenix
K7OZA	FULLER, William A.	747-V	Phoenix
7P-Q-R			
W7PI	HENNING, Arthur	875-V	Seattle
K7PPZ	KORN, Wayne A.	649-PA	Seattle
W7QY	NORGARD, Ralph L.	756-V	Portland
W7RD	PALMER, Robert S.	61-P	Bothell
W7RK	McGINNIS, Edwin W.	685-P	Pasco
7-S			
W7SBM	SCHENK, Ernest J.	560-P	Youngtown
W7SF	BURTON, Dr. Erskine H.	475-V	Tacoma
WA7SOI	HOLZENBERG, Eugene	720-V	Carlsbad
7-T			
W7TC	PERRY, George E.	114-P	Seattle
W7TCH	SEWARD, Floyd W.	602-V	Lancaster
W7TCQ	CALDWELL, Jim	10-P	Tucson (AD)
W7TRQ	DAUBENDICK, Carl G.	677-PA	Bountiful
W7TU	JOBS, Thomas A.	959-P	Bainbridge Isl.
7-U			
K7UGA	GOLDWATER, Sen. Barry M.	800-R	Scottsdale
K7UQH	RIGHTER, Kemper H.	FOP-10	Bellingham
W7UL	STOCUM, Preston L.	949-PA	Tucson
W7USO	BARNEY, Danforth	606-P	Vancouver
7-V-W-X-Y-Z			
W7VB	ERNST, Joseph P.	950-V	Thermopolis
W7VJ	MITCHELL, Walter L.	60-P	Seattle
K7VMK	BEATER, George	234-P	Mesa
W7WH	ANDERSON, Oscar R.	47-P	Portland
K7WL	LELAND, Wallace H.	66-P	Sun City
W7YA	HALLOCK, Joseph H.	148-SGP	Portland/Arabia
K7ZLA	HAVET, Hugo W. Jr.	328-PA	Dhahran, Saudi

8

K8AEB	MOWRY, Clair E. Sr.	766-P	Ludington
W8AF	FOLKMAN, RALPH C.	586-P	Cleveland
W8BC	CASKEY, Harry B.	977-P	Cleveland
W8BCG	HART, Howard T.	858-V	Xenia
W8BKM	GROSS, WILBERT C.	786-P	Conneaut
W8BNI/2	CURTIS, Thomas A.	452-PA	Hampton Bays
W8CDQ	MIX, Robert E.	964-V	Rogers City
W8CMP	STELZER, Wilbur A.	970-P	Midland
W8CSO	CLOSS, Roy E.	801-P	Frankfort
W8CPY	VACHOW, Leo J.	1015-V	Mackinaw City
W8EU	KINNE, Laurance W.	825-P	Frankfort
W8FX	THETFREAU, Ralph P.	775-PA	Detroit
K8GBH	FOLKMAN, John R.	999-PA	Cleveland
K8GDF	FOLKMAN, James P.	965-PA	Cleveland
W8GR	MIRSIMAKI, Eli N.	787-PA	Conneaut
K8IKO	WENDEN, Henry E.	618-PA	Worthington
W8JJ	GOEBEL, Eugene S.	955-P	Oak Park
W8JX	ANDERSON, Raymond J.	988-P	Midland
W8NAL	CICERELLO, Miss Carmello A.	758-PA	Massillon
K8NG	HARDEN, Guy R.	282-P	Rogers City
W8OW	CARROLL, Robert W.	825-PA	Battle Creek
W8RIPB	SLOVINSKI, Theodore H.	745-PA	Grand Rapids
W8TE	SHAFER, Andrew L.	465-P	New Carlisle
W8TXT	AGSTEN, Michael A.	FOP-7	FTO S.F.
W8VRZ	HEIMBERGER, Raymond E.	418-PA	Rogers City
W8ZLU	KELLEY, Clarence B.	975-P	Cincinnati

# ORY OF S. O. W. P. MEMBERS



## 9

W9AC	HALLIGAN, William J.	577-P	Miami Beach	FL.
W9ARE	RICHELIEU, Clyde C.	955-V	Wheaton	IL.
W9CZT	VANICEK, Jerry J.	581-PA	Chicago	IL.
W9DQ	COURCHENE, Homer B.	182-P	Lakeland	FL.
W9EGR	ROBERSON, Clyde E.	845-V	Milwaukee	WI.
W9ESG	GOEBEL, Eugene S.	953-P	Oak Park	IL.
W9GI	BONOLD, George P.	883-P	Manitowoc	WI.
W9HV	BLEVINS, Ernest L.	946-P	Harrison	AR.
W9IDY	BROYLES, Hubert D.	59-P	West Chicago	IL.
W9IOW	MORIARITY, William J.	1002-P	Ft. Lauderdale	FL.
W9JS	RICHELIEU, Clyde C.	955-V	Wheaton	IL.
W9LIP	MUNGER, Rex L.	982-P	Lombard	IL.
W9LSW	HERSHBERGER, Glen	705-P	Goshen	IN.
W9MGC	CARMON, Marvin D.	847-PA	Terre Haute	IN.
W9OR	MARTHENS, Albert F.	924-P	Evansian	IL.
W9OSD	LITTLE, William I.	816-PA	Hobart	TN.
W9RB	WAHLSTROM, Robert D.	551-P	Glen Ellyn	IL.
W9TN	CARNES, Theodore L.	576-P	Elgin	IL.

## Ø

WØAP	GOULART, Manuel	16-P	Springfield	MO.
WØAM	HASTINGS, Laurence E.	452-P	Wheat Ridge	CO.
WØAP	McKINNEY, John	1001-PA	Grand Island	NB.
WØAWB	EARLEY, Edward R.	754-PA	Denver	CO.
WØBQ	SULSER, Wayne J.	440-PA	Des Moines	IA.
WØBY	QUEBEAU, Brenneman F.	717-PA	Boulder	CO.
WØCHJ	SCHULTZ, Clarence S.	744-PA	Junction City	KS.
WØDIM	PROFT, Conrad R.	1007-PA	Crestwood	MO.
WØDLI	HAYES, John F., Jr.	979-PA	Fairway	KS.
WØELN	JUSTICE, Watson J.	716-V	St. Louis	MO.
WØELS	O'DOWD, Stacie Jr.	1011-V	Blue Springs	MO.
WØEMF	PLOTROWSKI, Sigmund	512-V	Imperial	NB.
WØFEU	NYREN, Paul E.	266-PA	Pullman	WA.
WØFIV	BATZELL, Albon F.	742-PA	Lakin	KS.
WØGOD	STINSON, Frank M.	491-V	Ellisville	MO.
WØHN	BOLIN, Raymond E.	546-P	St. Louis	MO.
WØTD	FRITTS, FAUL S.	926-P	Lincoln	NB.
WØINQ	SANDERS, Bernard R.	611-PA	St. Louis	MO.
WØIP	HILDRETH, Rommel H.	485-P	St. Louis	MO.
WØJHV	RITZEN, Jacob L.	553-PA	APQ, 09406	NY.
WØJS	HARDT, Edward P.	868-PA	Minneapolis	MN.
WØJLK	BLECK, William J.	732-PA	Duluth	MN.
WØKPP	VANDERSLUIS, Arthur L.	815-V	Bemidji	MN.
WØKJ	HANKS, William A.	951-V	Tebbetts	NO.
WØLA	RYERS, Harrison O.	824-P	Wichita	KS.
WØLD	TRITES, Kenneth A.	701-P	Des Moines	IA.
WØLZ	SWANSON, Herschel C.	612-V	Cedar Rapids	IA.
WØNL	HAWKINS, Vicgil J.	725-PA	Kansas City	MO.
WØBL	NUGENT, Tom	294-P	Ballwin	MO.
WØBNQ	FREEMAN, David H.	14-P	Kansas City	MO.
WØTYW	PTERSOL, Myron D.	544-SGP	Maplewood	MO.
WØWJA	KALOGERSON, Thomas A.	769-PA	Minneapolis	MN.
WØZB	BENSON, Lester A.	511-P	St. Louis	MO.
WØZWK	GARDNER, Charles L.	682-V	Lancaster	CA.

## KH

KH6AX	LANG, Freeman	467-V	Honolulu	HI.
KH6BF	CLARK, G. Warren	219-P	KAILUA	HI.
KH6CB	CHAMBERLAIN, William W.	882-V	FPQ S.F.	CA.
KH6EPW	TATE, Theodore H.	478-P	Wahiawa	HI.
KH6GGS	VILJOEN, Wynard E.	994-SGP	Captain Cook	HI.
KH6HW	HOBDD, William W.	899-V	Lanai City	HI.
KH6SL	FENNER, Paul R.	45-SGP	Honolulu	HI.
KL7HR	O'LAREY, John D.	821-PA	Nome	AK.

## CR

CR6AI	CHAVES, JOAO CARLOS	1006-P	Caala	Angola
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## DU

DU1OR	REYES, Dr. Edmundo A.	FOP-4	San Juan Rizal	PI
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## EI

EI5CB	FAHY, Matthew M.	1009-PA	Limrick	Ireland
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## G

ENGLAND				
G3CED	PARTRIDGE, George A.	604-P	Broadstairs	Kent
G3CNE	BRABNER, Douglas	929-PA	Sibley	Leics.
G3EBU	WOODMAN, Kenneth C.	654-V	So. Woodham	Essex
G3EYD	GREEN, Edward J.	525-SGP	Sale	Cheshire
G3MLN	FETTMAN, Bernard	498-P	Whitstable	Kent
G3MPQ	SYKES, Norman G.	352-V	Cheltenham	Glos
G3VCH	PHILPOTT, Roy P.	844-PA	Chelmsford	Essex
G5CP	PLANT, Ronald C.	565-P	Chesterfield	

## PA

PAØGL	GLERUM, CORNELIS	710-P	Kerplein 29 Schore	
PAØKJN	NEDERPELT, C.J.	879-V	Amsterdam	Holland
PAØNNY	ROTH, Jonny Cor	948-PA	Nootdorp	Holland
PAØPHK	KOOLSTRA, Wolter J.	916-PA	Baarne	Netherlands

## VE

CANADA				
VE3BOJ	HOLLAND, John K.	818-P	Hamilton	Ontario
VE3HM	VINCE, Thomas J.	1012-PA	Saint Catharines	
VE7AAT	MORGAN, Arthur W.	554-PA	Vancouver	B. C.
VE7AID	HETHERINGTON, Percy	544-P	W. Vancouver	BC.
VE7BSD	WHITTAKER, Garfield	569-PA	Vancouver	B. C.
VE7BVH	ADAMS, William	737-P	Vancouver	B. C.
VE7GW	BAILLEY, Frederick C.	852-V	Vancouver	B. C.
VE7KN	KITCHIN, James E.	81-P	Vancouver	B. C.
VE7KU	HAMBER, Eric L.	304-V	Port Alberni	BC.
VE7MK	MACDONALD, Norman I.	774-PA	Vancouver	B. C.
VE7PC	CORSON, William P.	511-P	New Westminster	
VE7QP	ROSSITER, Lawrence	609-PA	Victoria	
VE7RQ	ADAMS, William	737-P	Vancouver	
VE7VB	HAAGENSEN, Borge I.	664-PA	Victoria	
VE7VK	NEALE, George M.	639-P	Victoria	
VE7VR	BAXTER, William H.	555-PA	Vancouver	
VE7WZ	FILTNESS, Arthur W.	570-P	Vancouver	
VE7XA	BOTTE, Kenneth G.	620-PA	Victoria	
VE8RA	AREL, William L.	942-PA	Gueiph	Ontario
VE7DF	SMITH, Nelson J.	658-P	Victoria	B.C.

## VK

VK2AM	CAREY, Frank J.	915-P	Fairfield	N.S.W. Australia.
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## VR

VR2EK	ERICH, William J.	107-SGP	Fiji Islands	S.P.
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## VU

VU2MD	MAJOR, Dady S.	867-V	Bombay	India.
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## X&Z

XE1DDM	DE MELLO, Wm.	600-P	Mexico City	D.F.
Z8JN	LOCKHART, W. Neil T.	858-PA	Mabelreign	Rhodesia
ZS6OS	MAHONY, Daniel T.	925-V	Johannesburg	S.A.

# SOUP

## Amateurs



I think you will agree, when you look over the list of Society members who are amateurs - most of them participating in our amateur nets - that it is indeed a sizable organization of the amateur fraternity. Many amateur clubs or organizations would be very elated to claim as many. The best part of it is . . . our members have the 'professional' touch - years of experience to back up their participation on the airways. It is not a "plaything" but a scientific media to be highly respected. Members have fought static and traffic too many years to cause interference if it can be avoided. We know that anytime ANYONE TOUCHES THE KEY, HE OR SHE CAUSES INTERFERENCE TO SOMEBODY! So we TRY to be as careful and respectful of the right of others as possible!

A great measure of thanks should go to the Chairman of our Membership Committee, JOHN N. ELWOOD for keeping up the list of Amateur Calls in sequential order and making it possible for us to reproduce this list. His call is W7GAQ. Why not give him a call with a special TU for a fine job well done. Also kudos to the other officers who are working ALL THE TIME to improve the circuits and to make the WP NETS increasingly valuable to us all.

It may be noted that the area letters assigned do not always jibe with the address of the member. The reason for this is that we use the mailing address furnished by our members for records. Frequently we have members who list several seasonal (or other) homes - and they own several stations, all 100% legitimate. However, it is difficult for us to list all of these addresses in space we have available.

**MENTIONED BEFORE.** Many members do not advise us of the change in amateur calls or status when they send us a CHANGE OF ADDRESS. They probably do not think of it so as a result, we continue to carry their old call at the new address furnished, which may or may not be correct.

John Elwood triple checked the latest call book against our records and finds a number of calls that should (probably) have been removed from our listing. However we hesitate to do so without members reporting. Those of concern are as follows: (there may be others).

MEMBER'S NAME	SERIAL	REMOVE CALL ?
Baker, Earl W.	110-P	W7OXE
Bascom, Carleton V.	806-P	WN6DJN
Banker, Dan L.	275-PA	WA5KKSJ
Bowerman, W. John	582-SGP	VE7VP
De Lange, Alfonso V.	625-V	DU1DL
Deposito, Harry J.	496-P	W5NSH
Higuera, William J.	718-PA	WNG1QL
Bill, Cyril D.	333-P	K3BEG
JORQUERA, Louis E.	216-P	KL7FLD
KELLY, Patrick N.	626-PA	VE8ME
Marwood, William E.	431-PA	WA5CIB
Prince, Roy F.	185-PA	VE6LP
ROBERTS, Eric A.	751-V	W2BJ
Russell, Adam J.	502-P	WN7-9CZ

## SLIPS AHOY!

**SAMUEL FINLEY BREESE MORSE** whose centenary of becoming a 'silent key' we observe April 2, 1972 probably would not have paid as much attention to our headline on Page 43 as many of our fellow M.T.C. members will. We know that his first code letters spelled out . . . "WHAT BATH GOD WROUGHT". NOT . . . What HAS God wrought. Sorry 'bout that, and we stand corrected even BEFORE any M.T.C. members have a chance to send in their barbs!

This may not be true of other material appearing in this issue of the Newsletter. As Ye Ed has mentioned THE WIRELESS PIONEER DIRECTORY SECTION

several times . . . the dexterity of one's typing fingers DOES NOT necessarily improve with age as may be the case of wine, cheese, etc. Ye Ed pitches horse-shoes with the Society's Treasurer, Lorin De Merritt a couple times weekly to keep in trim. Of course Treasurer De Merritt whumps him about 9 out of 10 since he has long mastered the technique of having the peg attract his magnetized shoes. Never-the-less, the Ancient Mariner does receive a lot of relaxation and needed exercise from his typing desk, but conversely throwing those 2 1/2 lb shoes cause some abrasive effect on Ye Eds good typing fingers, hence if you find any errors . . . please just pass it off on those dratted pony-slippers. Nuf Sed?

## 200 YEARS OF WIRELESS



The four 'regulars' shown above can be heard on the "TRANSCON NET" almost every week. They represent more than 200 years of wireless/radio experience.

They are (L/R): Bill Gould - K2NP, Earl Korf - WA2UK, Ed Raser - W2Z1 and Bud Waite - W2ZK. (Photo by W2ZK and furnished by courtesy of Al Brodnax - W6HLD).

"AFTER YOU MADE IT TO THAT TINY ISLAND, KNOWING YOU WERE OUT OF CONTACT WITH CIVILIZATION, WHAT DID YOU CRAVE MOST OF ALL?"

"A COUPLE OF NUMBER SIX DRY CELLS, SOME WIRE AND A FORD SPARK COIL."



# Roll of Honor

The DIRECTORY OF MEMBERS on the following pages is probably one of the most distinctive lists of professional wireless/radio telegraphers ever published. A virtual "WHOSE WHO" of commercial "brass-pounders".

It is not merely a list of individuals bound together by the common interest of having been professional wireless or radio telegraphers, but more important - a passing view from the "time-capsule" of one of the most amazing periods of world achievements, through the transition of wireless from limited ranges in communications of the sputtering SLABBY-ARCO, DeFOREST, MARCONI and other equipment of early days to the sophisticated equipment recently used to contact Messrs. Armstrong et al, on the Moon !

Many of the Society's members have been closely identified with this amazing progress in fields of invention, innovation, development and administration. Many are numbered among the leaders in electronic fields of progress. We are proud of their impressive achievements. It may be said that many of these great men have become... "legends in our own time".

The Society is also justifiably proud of its roll in uniting and bringing together so many members in this exclusive fraternity - the largest and most unique of its kind in the world. The dedication and strong bond linking our illustrious members reflects the integrity and purpose of an organization committed to zealously guarding the high ideals and heritage of its members.

**SOCIETY OF WIRELESS PIONEERS**





**A**

SERIAL	NAME OF MEMBER	HANDLE	WIFE	PHONE NO.	CALL	ADDRESS (LOCAL)	CITY	STATE  ZIP NO.
240-V	ABADIE, Fletcher S.	Fletch	Lil	415/633-1353	W6JB	P.O.Box 15	Point Reyes St.	CA 94956
759-P	ADAMS, William	Bill	Marion	604/298-7073	VE7BVH	1-1093 Nicola St. (#570)	Vancouver 5	B.C.
942-PA	ABEL, William L.	Bill	Marion	705/822-9352	VERBA	17 Conroy Crescent	Guelph Ontario	Canada
FOP-7	AGSTEN, Michael A.	--	--	--	--	405 West Bogart Road	Sandusky	OH 44870
274-V	AHRENS, George W.	George	Zella	214/352-4797	W5FHN	3216 Townsend Drive	Dallas	TX 75229
101-P	ALFONSE, Walter	Walt	Ethel	Deceased - Sept. 2 1970				
578-V	ALLEN, Hubert L.	Hubert	--	213/597-4743	--	2267 Stearnlee Ave.	Long Beach	CA 90815
565-P	ALMQUIST, Carl O.	Carl	Josephine	516/AN1-9251	WB2WDF	35 Timber Lane	Northport	NY 11768
851-P	ANDERSON, Arthur R.	Art	Judith	201/385-5177	--	44 Newton-Sparta Road	Newton	NJ 07860
757-P	ANDERSEN, Hans	ANDY	Esther	213/476-1362	--	427 Greta Green Way	Los Angeles	CA 90049
518-V	ANDERSON, Carl E.	Andy	Ruth	714/755-8645	W6M	15755 Recuerdo Drive	Del Mar	CA 92014
751-PA	ANDERSON, Carl G.	Carl	Marion	707/425-5852	W6YDW	1452 Empire St.	Fairfield	CA 94555
917-P	ANDERSON, Edward R.	Andy	Genevieve	714/658-2033	W6JTB	26868 Girard	Hemet	CA 92543
47-P	ANDERSON, Oscar R.	Andy	Ina	503/253-7455	W7WH	258 S.E. 63rd Ave	Portland	OR 97215
271-SGP	APPLEBY, Cdr. Thomas	Tom	Evelyn	Deceased Nov. 17 1971				
988-P	ANDERSON, Raymond J.	Ray	Beth	517/835-3226	W8JX	17 Lexington Ct.	Midland	MI 48640
54-P	ARBUCKLE, Merritt E.	--	--	512/524-3627	--	P.O. Box 738	Port Lavaca	TX 77979
975-SGP	ARMSTRONG, Roy E.	Army	Alma	512/344-4505	W3FA	511 Cherry Ridge Dr.	San Antonio	TX 78213
529-P	ARNOLD, Edward G.	Ed.	Genevieve	707/418-1010	W6AT	367 North West St.	Vacaville	CA 95688
727-P	ARNOLD, Lloyd L.	Lloyd	Carolyn	612/565-4745	--	1030 1/2 West 7th St.	Wabasha	MN 55981 /35702
351-PA	ASHLEY, Arthur R.	Art	Marge	813/527-6547	W4EXS	1979 Tanglewood Dr. N.E.	St. Petersburg	FL
218-PA	ASHLING, Charles W.	--	--	415/388-7514	K6CIN	450 E. Strawberry Dr.	Mill Valley	CA 94941
57-P	ASPLUND, Rudolph A.P.	Rudy	--	--	K6KKK	149 Tuscaloosa	Atherton	CA 94025
911-V	ATIENZA, Jose R.	Joe	Solita	415/554-5875	W6BYZ	407 Bosworth Street	San Francisco	CA 94112
765-P	ATKINS, David H.	Dave	Connie	213/476-6569	W6VX	130 No. Westgate Ave.	Los Angeles	CA 90019
944-V	ATKINS, Gael E.	Gael	Edith	406/222-1956	--	410 No. 6th Street	Livingston	MI 59047
582-P	ATLEE, Franklin	Frank	Margaret	813/360-5681	K4PT	92-31st Ave.	St. Petersburg Beach	FL 33706

**B**

175-P	BAARSLAG, CMDR. KARL H.W. CMDR/USN/RET	Winter- Oct-1, May-1 (Mail POB 3275), 371 Riverside Dr. Tequesta, FL / 33458 Summer: Wimble Shoals, Rodanthe NC 27968.						
559-SGP	BAER, Reginald W.	Reg.	Alpha	Deceased - July 7 1970				
852-PA	BATLEY, Frederick C.	Fred	Constance	604/732-7507	VE7GW	1258 Balfour Ave.	Vancouver 9	B.C. Canada
110-P	BAKER, Earl W.	Chiefie	Ruby	206/TI-12-1703	--	Rt. 1, Box 270	Olatia	WA 98559
284-P	BAKER, Joseph W.	Joe	--	--	W7JFH	Route 9, Box 226-A	Tucson	AZ 85705

5 Summer Address W-Winter Address. (--) None furnished. U-Unlisted phone. (%) Care/Of: If member - Serial Only!



201-SGP	BALDWIN, Edgar V.	Ned	Phyllis	415/584-3594	K6NF	750 Chenery St.	San Francisco	CA 94131
397-P	BALDWIN, Preston D.	--	Elizabeth	201/50650	--	111 Maxim Drive	Hopatcong	NJ 07843
402-P	BALLARD, Lennard M.	Len	Louise	904/795-5801	WB4AHR	R-1, Box 95	Lake Panasoffkee	FL 33538
813-PA	BANKS, Delbert F.	Starchy	Doris	305/685-2348	W4RGA	530 NW 124th St.	Miami	FL 33168
894-P	BANTA, Theodore C.	Ted	Esther	203/264-6248	K1BD	511-B Heritage Village	Southbury	CT 06488
1004-V	BARBER, Dana G.	Dana	Cora	815/591-1602	--	17718 Long Point Dr.	Redington Shores	FL 33770
269-SGP	BARKER, Charles R.	Russ	Verona	716/679-7708	--	P.O. Box 584	Fredonia	NY 14063
653-SGP	BARKER, Henry W.	--	Ded.	--	--	Route 1	Carnation	WA 98014
500-V	BARNABEI, Allan	Barney	Ruth	301/585-3708	--	200 East Wayne Ave.	Silver Spring	MD 20901
606-P	BARNEY, Danforth	Dan	Ann	206/695-1575	W7USO	9107 N.E. Pietz St.	Vancouver	WA 98664
842-PA	BARRIENTOS, Cipriano	T. Tobias	Nenita	201/381-0266	K2IEA	245 Donald Ave.	Rahway	NJ 07065
851-V	BARRITT, Nelson F.	Nels	Lorraine	714/274-0155	--	3822 Sioux Ave.	San Diego	CA 92117
231-SGP	BARSTOW, Frank H.	Knarf	Evelyn	714/837-1766	--	46-A Calle Aragon	Laguna Hills	CA 92653
145-P	BARTLETT, Dexter S.	Old Bart.	Laura	505/285-8692	--	7405 No. Wall Ave.,	Portland	OR 97203
316-P	BARTON, SYDNEY R.	Syd	--	DECEASED, Sept. 14 1970.	--	--	--	--
429-V	BARTRO, Alfred J.	Alf	--	--	--	137 So. Orchard Ave.	Fullerton	CA 92633
806P	BASCOM, Carleton V.	Collie	Margaret	245/785-6397	--	5650 Willis Ave.,	Van Nuys	CA 91401
880-PA	BATCH, Louis G.	Lou	Flora	415/333-0900	W6JSN	249 Molimo Drive	San Francisco	CA 94127
591-V	BATES, George	Geo.	Ivy	505/365-4573	--	4292 Lemon St. N.E.	Salem	OR 97303
297-V	BAUMGARTNER, Walter	Walter	--	--	W7FE	% ARA, 341 Market St.	San Francisco	CA 94105
184-PA	BAUMLIN, Leon H.	Lee	Jacqueline	647/945-1964	W1DGB	P.O. Box 224	West Chatham	MA 02669
555-PA	BAXTER, William H.	Bill	--	604/685-2996	VE7VR	#607 - 1250 Bute St.	Vancouver 5	B.C. Canad
399-P	BEALL, RADM. Irl V.	Irv	Hildegard	707/433-4757	--	828 Brown St./	Healdsburg	CA 95448
803-SGP	BEAM, Capt. Merrill D.	USA/REF.	--	609/267-2845	K2BX	Fostertown Rd.	Mt. Holly	NJ 08060
619-P	BEAR, Lewis W.	--	Josephine	512/045-5556	--	1073 Warrington Road	Deerfield	IL 60015
224-P	BEATER, George	Geo.	Dorothy	602/985-1359	K7VMK	P.O.Box 3162 Buckhorn Sta.	Mesa	AZ 85205
670-PA	BEAUDOIN, Jules	Jules	--	207/284-7065	W1GYP	38 Bacon St.	Biddeford	ME 04005
FOP-8	BECHTOLD, Ira C.	Ira	Gladys	213/697-4009	W6NCP	1987 Skyline Vista Dr.	La Habra	CA 90631
24-P	BECKER, Peter J. Jr.	Pete	Rose	415/353-6251	W6N10	824 Templeton Ave.	Daly City	CA 94014
663-P	BECKETT, George P.	Beckett	Mary	509/925-9186	--	R-5, Box 191	Ellensburg	WA 98926
191-PA	BELFORD, Jerome W.	Jerry	--	--	--	McKinstry Road	Gardiner	NY 12525
762-V	BELL, Joseph W.	Joe	Margaret	415/848-8686	W6BJO	2285 Virginia St.	Berkeley	CA 94709
776-PA	BELLEFONTAINE, Edw. J.	Belle	Patricia	604/853-3469	--	2168 Sherwood Crescent	Clearbrook B.C.	Canada
698-P	BENSON, Gail G.	Ben	Thelma	601/366-1049	W5TM	3915 North State St.	Jackson	MS 39206
311-P	BENSON, Lester A.	Les	Doris	--	W6ZB	12331 Conway Road	St. Louis	MO 63141
350-P	BENZON, C. George	Geo.	Mary	815/733-1103	--	5 Gateshead Drive	Dunedin Beach	FL 33528
522-V	BERGSTEDT, Dalton J.	Dalt	Hazel	415/345-5573	W6AUB	704 Birch Ave.,	San Mateo	CA 94402
505-P	BERNHARD, Robert H.	Barney	Elizabeth	--	K6CFC	718 East Ave. K-8	Lancaster	CA 93534
197-V	BERNSTEIN, Benjamin	Barrie	Rose	212/MA5-6982	--	302 Atlantic % ELECTRIC	Brooklyn	NY 11201
515-V	BETTS, Edward A.	Edward	Hazel	714/649-2537	KAIMR	P.O. Box 248	Silverado	CA 92676
768-P	BIELE, Capt Chas. E.	Chas.	Marjorie	803/449-7067	W2AOS/4	707 - 46th Ave. N.	Myrtle Beach	SC 29577
349-P	BIRO, Edward	Ed	Linea	415/531-1401	K6NB	4562 Detroit Ave.	Oakland	CA 94619
689-PA	BIVENS, Orville B.	Ob	Lucille	305/665-6174	W4RR	6395 Chapman Field Dr.	Miami	FL 33156
833-P	BLACKMAN, John	John	Margaret	205/792-6504	W41JJ	Ht. 2, Box 4	Dethan	AL 36301
550-P	BLAIS, Maurice J.	Maurice	Vera	714/796-5488	W6BHV	P.O. Box 251	Loma Linda	CA 92354
58-V	BLAKE, Charles F.	Charlie	Agnes	602/935-3448	W7BP	11017 Alabama Ave.,	Sun City	AZ 85551
971-SGP	BLANCHET, James Joseph	Jim	Charlotte	415/261-5351	W6RBU	4122 Brookdale Ave.	Oakland	CA 94619
946-P	BLEVINS, Ernest L.	Ernie	--	501/565-6447	W7BH/W9RV	P.O. Box 476	Harrison	AR 72601
767-PA	BLODGET, Benjamin B.	Ben	Jeanette	--	W4VBD	Regional relay facility	APO San Fran.	CA 96274
546-P	BOLIN, Ray E.	Ray	Dorothea	314/995-4022	W6RN	26 Twin Springs Lane	St. Louis	MO 63124
775-PA	BONKER, Dan L.	Dan	--	206/MA4-2902	C/O	Comdr. USCG 15th Dist. 618 2nd,	Seattle	WA 98104
1020-V	BOURG, Vernon P.	Vern	Katie	415/636-7280	W6RIL	802 Wisteria Drive	Fremont	CA 94538
891-SGP	BOSSEN, John A.	--	Ded.	516/798-3797	--	10 Michele Terrace	Massachusetts Park	NY 11762
620-PA	BOTTE, Kenneth G.	Ken	--	604/478-1104	VE7XA	2415 Millstream Road	Victoria B.C.	Canada
582-SGP	BOWERMAN, W. John	Jack	Marjorie	604/656-2758	--	935 Ardmore Road	Sydney B. C.	Canada
860-PA	BOWKER, Robert F.	Bob	Arby	805/498-4806	K6QT	889 Camino el Carrizo,	Thousand Oaks	CA 91360
694-PA	BOYCE, Jefferson C.	Jeff	Betty	805/937-4353	W71NR	360 Sharry Lane	Santa Maria	CA 95454
929-PA	BRAINER, Douglas	Doug	Nora	--	G3CXE	35 Peashill Close.	Sibley, Leics, England	LE12-TP
569-SGP	BRADBURY, John A.	Brad	--	--	--	11050 McCormick St.	No. Hollywood	CA 91601
730-V	BRADEN, Melvin E.	Meb	Eleanor	--	--	9439 Thornberry Lane	Dallas	TX 75220
131-V	BRAND, Earl F.	Ed	Wig	415/665-1573	--	P.O. Box 468	Point Reyes Station	CA 94956
139-P	BRATTLAND, Armond D.	Arm	Gladys	213/456-2594	K6EA	1135 Magnolia Ave.	Long Beach	CA 90813
143-P	BRAY, John T.	Jack	Beatrice	--	--	508 Westminster Ave	Cherry Hill	NJ 08034
353-V	BRELSFORD, Charles M.	Chuck	Doris	716/244-9519	K2W	255 Danbury Circle S.	Rochester	NY 14618
263-P	BRESLFORD, Ernest C.	Ernie	Marie	805/967-8713	K6TZ	4537 via Esperanza	Santa Barbara	CA 93105
-1P-	BRENIMAN, William A.	Bill	Ruth	707/542-0898	--	ALL Mail - PO Box 530	Santa Rosa	CA 95402
552-P	BREUER, Herbert J.	Herb	Gladys	--	Home: Apt. 15.	Royal Oaks Apts. 3366 Mendocino Ave.	Santa Rosa	CA 95408
537-V	BREWER, Morton S.	Mort	Marion	213/790-1713	W6JN	1150 Robertson Way	Sacramento	CA 95818
457-SGP	BRIARE, William W.	Bill	Ded	415/386-1941	K6SA	1936 Lombardy Drive	La Canada	CA 91011
481-V	BRIGGS, Lawrence W.	Larry	Kay	301/894-5977	W3MSN	155 Pinta Court	Los Gatos	CA 95030
226-PA	BRIILL, Cy S.	--	Evelyn	516/AT5-3002	--	18 So. Rosko Drive	Southampton	NY 11968
51-P	BRINCKMAN, Frederick E.	Brink	Rose	714/968-2457	K6GY	159 Laburnum Lane	Fountain Valley	CA 92708
444-PA	BRITTON, Walter E.	Walt	--	505/397-1046	W7MN	P.O. Box 504	St. Helens	OR 97051
869-SGP	BRITZZOLARI, Anthony J.	Tony	Helen	212/801-9455	W2TG	109-10 Queens Blvd.	Forest Hills	NY 11375
124-P	BROCKWAY, Joseph E.	Brock	Erma	DECEASED - Jan. 29 1970.	--	--	--	--

# B

172-PA	*BRODNAX, Allan D.	Al	Colette	415-455-9145	W6HLD	18 Blossom Drive	San Rafael	CA 94901
268-P	BRODMAN, John P.	Jack	Agnes	604/386-2014	--	1927 Quamichan St.	Victoria B.C	Canada
647-P	BROWN, David L.	Dave	Charlotte	201/277-0242	--	5-105 New England Ave.	Summit	NJ 07901
581-P	BROWN, Judge James H.	Jim	Ruth	305/395-0370	W6VH	W-The Tiffany Apts	Boca Raton	FL 33432
455-PA	BROWN, John W.	John	May	215/665-3800	W6VH	1802 Redesdale Ave.	Los Angeles	CA 90026
				916/385-8271	W6VXZ	3225 Julliard Dr. Apt 225	Sacramento	CA 95826
675-PA	BROWN, Norman F.	Norm	Letha	209/227-7055	W6BLU	5140 West Swift Ave.	Fresno	CA 93705
621-V	BROWN, Richard K.	Brownie	Regina	245/DA4-2398	W6GHS	1219 West 155th St.	Gardena	CA 90247
92-P	BROWN, Robert P.	Bob	Muriel	215/591-8834	W6GZK	1481 Elm St.	Long Beach	CA 90813
59-P	BROYLES, Hubert D.	Sparks	Gen	312/251-0563	W91DY	ON-415 Prince Crossing	West Chicago	IL 60185
765-SGP*	BUCHNER, COLLINS R.	Buc	Lillie	215/751-7200	W6JEJ	8356 2nd Ave.,	Inglewood	CA 90505
220-P	BUDDECKE, Charles B.	--	--	U... --	W5DNN	3515 10th St.	Port Arthur	TX 77640
503-PA	BULLIS, George E.	George	Virginia	901/327-5394	W4MIN	205 Waynoka Lane	Memphis	TX 58111
550-SGP	BUNTING, Theodore R.	Ted	Bonnie	714/724-5751	K6MB	1060 Meadows Lake Dr.	Apt. 28, Vista	CA 92085
256-V	BURGER, Lester R.	Les	Louisa	415/665-1410	K6ETY	P.O. Box 456	Point Reyes Station	CA 94956
484-V	BERGMAN, Elmer H.	Elmer	Virginia	215/776-1360	W6TB	8057 El Manor Ave.,	Los Angeles	CA 90045
99-P	BURBOP, Harold J.	Hal	Inez	DECEASED - JULY 2 1971.				
506-V	BURMAN, David H.	Dave	--	U... --	--	1064 West Yale St.	Ontario	CA 91762
156-P	BURNS, James P.	Jim	Juhne	DECEASED - NOV. 24 1970.				
809-P	BURR, Arthur M.	Art	Catherine	703/273-1635	W40L	3810 Jancie Road	Fairfax	VA 22030
552-P	BURRES, William L.	Bill	Beryl	415/591-4592	W6GXA	605 Hiller St.	Belmont	CA 94002
475-V	BURTON, Dr. Erskine H.	Dr. H.	Dallas	206/BR2-2715	W7SF	4528 No. Verde St.	Tacoma	WA 98407
46-P	BUTLER, Elmer C.	Elmer	Ded.	415/324-7914	--	525 N. El Camino Real	(206) San Mateo	CA 94401
257-P	BUTT, Harvey R.	--	Elizabeth	301/267-6422	--	118 River Drive	Bayridge Annapolis	MD 21405
996-P	BUTT, John C.	Jack	--	604/987-6621	--	777 W. Queens Rd. (55) No.	Vancouver B.C.	
249-P	BUTTERWORTH, Walter J.	Walt	Helen	--	W1GM	14 Washington Park Rd.	Braintree	MA 02185
125-V	BYARS, Lloyd J.	--	Helen	801/485-5220	W7NY	2210 Lambourne Ave.	Salt Lake City	UT 84109
919-PA	BYERS, William S.	Bill	Narjorie	305/859-1687	W4PN	3232 Wickersham Court	Orlando	FL 32806
824-P	BYERS, Harrison Orville "HQ"	Billy	--	316/685-5585	W9LA	1727 No. Fountain	Wichita	KS 67208
356-V	BYRON, Arthur A.	Art	Dianne	415/354-2262	W6VDS	Route 20	Chester	MA 01011
227-SGP	BYRNE, Les F.	Les	--	408/354-1886	--	270 East Main St.	Los Gatos	CA 95050

# C

54-P	CADY, Eben K.	Eb	Helen	415/369-1209	--	2550 Roosevelt Ave.	Redwood City	CA 94061
	-----Currently, President of the Society.							
850-PA	CAGLE, Harold	Harold	Anna	615/477-3382	K4GR	Rt. 10, Box 348	Jonesboro	TX 37659
10-P	CALDWELL, Jim	Jim	Edith	602/298-4267	W7TCQ	6279 East Rosewood	Tucson	AZ 85711
147-SGP	CAMENESCH, Frank C.	Sr. Frank	Esther	415/453-9090	W6DXA	P.O. Box 414	San Anselmo	CA 94960
750-P	CAMILLO, Matthew	Matty	Marian	--	W2MB	66 Hallberg Avenue	Bergenfield	NJ 07621
17-SGP	CANNON, Clifford H. Sr.	Joe	Ded	408/296-6093	W6TR	2651 Barcelles Ave.	Santa Clara	CA 95051
915-P	CAREY, Frank J.	Tex	Dulcie	727-581 (H)	W2AMU	142 Seville St.	Fairfield NSW 2165	Australia
560-P	CARLSON, Elmer O.	Elmer	Helen	707/825-4131	--	331 Neva St.	Sebastopol	CA 95472
741-PA	CARMONA, Albert I.	Al	Della	805/942-2290	W6GWN	615 East Pondera St.	Lancaster	CA 93534
847-PA	CARMONY, Marvin D.	Mary	Joan	812/255-2801	W9MGC	227 Madison Blvd.	Terra Haute	IN 47803
576-P	CARNES, Theodore L.	Ted	Nona	512/741-9125	W9TN	832 W. Chicago St.	Elgin	IL 60120
188-P	CARR, Charles J. Sr.	Jeff	Garnett	215/596-7027	--	1811 Palo Verde Ave.	Long Beach	CA 90815
825-PA	CARROLL, Robert W.	Bob	--	616/965-0065	W8WQ	Rt. 15, 5031 Yawger Rd.	Battle Creek	MI 49017
593-PA	CARTER, Richard D.	Dick	Lavenia	215/395-7121	W6JYJ	1152 - 7th St. Apt-10	Santa Monica	CA 90405
690-PA	CASELER, Charles J.	Jack	--	415/968-7150	K6QJ	416 Palo Alto Ave.	Mountain View	CA 94040
977-P	CASKEY, Harry B.	Harry	Carrie	216/251-0465	W8BC	15701 Wainstead Ave.	Cleveland	OH 44111
882-V	CHAMBERLAIN, William	W. Bill	Gail	415/734-0484	KH6CB	305NS Longview(T-MGM 5) FPO, S.F.	96601	
687-SGP	CHAMBERLIN, Joe S.	Joe	Ded.	--	W8DSB	P.O. Drawer 358	Ridgway	PA 15853
156-P	CHAMBERS, James T.	Jim	Ded.	415/917-4470	W6PT	603 Tompkins Ave.	San Francisco	CA 94110
407-V	CHAPELLIE, Arthur B.	Art	Narjorie	509/TE8-8985	--	So. 1209 Walnut St.	Spokane	WA 99204
109-P	CHASE, Ralph N.	Mae	--	714/797-4226	K6TX	11776 Auburn Ave.	Yucaipa	CA 92599
1006-P	CHAVES, Joao Carlos	John	Maria Clara	--	CR6AI	P.O. Box 64 Caala	Angola	AFRICA.
222-P	CHILSON, Lewis D.	--	Margaret	714/424-8638	W6TON	825 Corvina Ave.	Imperial Beach	CA 92032
212-P	CHINN, George W.	--	Essie	U... --	--	2359 St. Louis Dr.	Honolulu	HI 96816
952-P	CHRISTIE, Francis J.	Frank	Frances	203/245-9408	--	46 Hilltop Drive	Madison	CT 06443
377-SGP	CHURCHILL, Thomas A.	Tom	Ded.	DECEASED - March 11 1970.				
738-PA	CICERELLO, Miss Carmella A.	"CC" --	--	--	W8NAL	548 Geiger Ave. S.W.	Massillon	OH 44646
219-P	CLARK, G. Warren	"WC"	Verna	2625449	KH6BF	P.O. Box 195	Kailua	HI 96734
702-PA	CLARK, Henry D. Jr.	Hank	Helen	201/227-4422	W20ZD	5 Elizabeth Lane	West Paterson	NJ 07424
187-SGP	CLARK, Kenneth G.	Ken	Edith	707/963-1546	W6ZR	3541 Tice Creek Dr. #8.	Walnut Creek	CA 94593
375-SGP	CLARK, Reese A.	Reese	Rae	DECEASED - Sept. 29 1971				22150
522-P	CLARK, Silas P.	Si	Wilda	703/451-8491	W8LAW	8150 Corraleigh Parkway	West Springfield VA/	
248-P	CLARK, Thomas F.	Tom	--	--	--	P.O. Box 201	Astoria	OR 97103
298-P	CLARK, William A.	Bill	Eva	415/324-3757	--	968 North Calif. Ave.	Palo Alto	CA 94303
693-P	CLAYTON, John M.	John	Virginia	617/546-2256	K1AJ	8 Meadow Road	Rockport	MA 01966
666-PA	CLEMENS, Charles W. Jr.	Jane	--	714/544-2919	K6QD	P.O. Box 508	Tustin	CA 92680
863-V	CLEMENS, Roy H.	Roy	Ryuko	--	--	1676 Ala Moana Apt 209	Honolulu	HI 96815
153-SGP	CLEMENT, Lewis M.	Low	Vesta	215/348-8940	K5AA	Saw Mill Road, RD #3	Boylestown	PA 18901

801-P	CLOSS, Roy E.	Roy	Barbara	616/352-5931	W8CSO	569 Bellows (POB#5)	Frankfort	MI	49635
78-P	CLYNE, William E.	Bill	Agnes	DECEASED - June 5 1971.					
960-PA	COATES, Fred E.	Fred	Mili	U...	K4RQE/WA6ICU	2920 Peninsula Rd, A-664,	Oxnard	CA	93034
704-P	COBURN, Eric D.	Coburn	Ines	715/722-8108	--	2524 Avenue "D"	Nederland	TX	77627
1017-PA	COHEN, Irwin C.	Irv	Charlotte	609/871-0868	WA2CUJ	151 Eastbrook Lane	Willingboro	NJ	08046
793-P	COHEN, Monte	Mont	Maria	415/567-5685	W1FU	508 Laurel Street	Longmeadow	MA	01106
91-SGP	COLBERT, I.R.	Ike	Esther	714/658-8703	W6DQI	501 South Hart	Hemet	CA	92343
FOP-6	COLBY, Paul	Paul	Edith	--	W4JVA	16 Camelia Drive	Ormond Beach	FL	32074
914-PA	COLE, Morris P.	Morris	Lottie	914/GR8-1987	--	66 Pinecrest Dr.	Hasting-on-Hudson	NY	10706
743-P	COLLIAU, Edmond H.	Ed	Alice	H--213/790-4455	W6ZSH/W6JFQ	3809 Chevy Chase Dr.	Flintridge	CA	91104
661-V	COLVIN, Lloyd	Lloyd	Iris	415/525-2288	W6KG	5200 Panama Ave.	Richmond	CA	94804
31-P	COMBS, Leslie	Les	Ellen	DECEASED - June 15 1968.					
27-P	COMPTON, Hugh	Suds	Fern	U...	W7MKW	205 S.W. 102nd St.	Seattle	WA	98146
154-P	COMSTOCK, George I.	Geo.	Wayve	--	W7CJ	RFD #2, Box 48	Potlatch	ID	83855
270-P	CONCANNON, Charles F.	Con.	Mildred	703/765-8486	K4RQ	6905 Andover Drive	Alexandria	VA	22307
761-V	CONKLIN, Lawrence D.	Larry	Elva	213/439-6122	--	220 Granada Ave #6,	Long Beach	CA	90803
653-P	CONNOLLY, Lewis A.	Cy	Ded.	813/839-5237	W4DVO	3409 Drexel Ave.	Tampa	FL	33609
262-P	*CONRADT-EBERLIN, Viggo H.	"Eby"	Dorothy	206/LA5-9355	WA7CJV	1721 N.E. Ravenna Blvd	Seattle	WA	98105
707-V	COOK, Albert C.	Al	Lee	U...	--	2733 Candelaria N.W.	Albuquerque	NM	87107
352-P	COOK, Robert O.	Bob	Marie	--	W6WV	4118 Tracy St.	Los Angeles	CA	90027
140-SGP	COOKSON, Howard	Cookie	Marion	--	W2GW	145 Wyckoff Ave.	Wyckoff	NJ	07481
893-SGP*	COPLAND, Barry D.	Harry	Leonora	305/565-0882	--	11 Middlesex Drive	Ft. Lauderdale	FL	33305
53-P	CORMACK, ALAN N.	AL	Ruth	415/453-1881	W6ET	64 Longview Ave.	San Anselmo	CA	94960
302-V	CORNELIUS, Virgil J.	Jack	Millie	504/643-3324	--	1267 Carnation St.	Slidell	LA	70458
29-SGP	CORPE, G.S.	"Old Sam"	Hildred	714/249-3129	W6LM	POB-308 Mail 1257 Apple Ave.	Wrightwood	CA	92397
511-P	CORSON, William P.	Wm.	Lillias	604/526-6000	VE7PC	1011 8th Ave.	Westminster B.C	Canada.	
354-V	COUP, Robert C.	Bob	Inez	213/370-4253	W6BXJ	20620 Anza Ave.	Torrance	CA	90503
182-P	COURCHENE, Homer B.	--	--	--	W9DQ	624 Chester St.	Lakeland	FL	33803
562-V	COX, Roy W.	Roy	Helene	602/289-3774	W7APE	P.O. Box 1176	Winslow	AZ	86047
308-P	CRAIG, Harold F.	Hal	Maryetta	714/492-4240	--	319 West Cristobal	San Clemente	CA	92672
425-V	CRAWFORD, David R.	--	Consuelo	305/445-5911	--	411 Alesio Avenue	Coral Gables	FL	33134
97-P	CRESSE, Dr. Robert R.	--	--	206/ES3-2083	W7DRW	904 Highland Ave.	Bremerton	WA	98310
122-SGP	CRESSE, Alfred S.	Al	Bea	609/884-3676	K2TX	RFD # 2	Cape May	NJ	08204
622-SGP	CRONAN, Philip G.	Pat	Lilah	415/835-2090	--	606 - 21st St.	Oakland	CA	94612
69-P	CRONKHITE, C.L.	Roy	--	DECEASED - Jan. 7 1969.					
433-P	CROUSE, JAMES W.	Jim	Helen	714/726-1129	W7BSU/5	217-A Plymouth Dr.	Vista	CA	92083
583-P	CRUM, Arles A.	Al	--	716/254-0582	W2JWK	16 Costar Street	Rochester	NY	14608
814-P	CRUSOE, Joseph L.	Joe	Carolyn	305/296-2342	W4AT	P.O.Box 15	Key West	FL	33040
625-P	CUNNINGHAM, Charles I.	Chuck	--	DECEASED - Nov. 7 1970					
858-PA	CURTIN, James F.	Curt	Ellen	401/884-5045	WA1CRY	34 Mitola Drive	North Kingston	RI	02852
740-V	CURTIS, Harvey C.	Harvey	--	--	WB6BGX	276 Village Way	South San Francisco	CA	94080
828-PA	CURTIS, ROY A.	Roy	Irene	602/274-8371	K7JQL	5118 North 24th Avenue	Phoenix	AZ	85015
425-PA	CURTIS, Thomas A.	Tom	--	--	W8BMJ	P.O. Box 310	Hampton Bays	NY	11946
1005-P	CUSHMAN, James J.	Jim	Alice	213/324-6056	W6JG	3326 West Artesia Blvd.	Torrance	CA	90504

## D

205-V	DAHLSTRUM, Alfred	Al	--	DECEASED - May 6 1969					
632-PA	DAILY, Laurence A. Jr.	Larry	Betty	415/593-9150	W6KZJ	1601 Arroyo	San Carlos	CA	94070
681-PA	DALBY, John E.	John	Marguerite	405/843-1948	W5COE	2021 N.W. 47th	Oklahoma City	OK	73118
497-SGP	DALE, Robert E.	Bob	Mary	305/464-4870	--	Rt. 1, Box 360 #17	Fort Pierce	FL	33450
559-PA	DAMES, Theodore E.	Ted	Ruth	609/TI2-3786	W2KUW	64 Grand Place	Arlington	NJ	07032
493-P	DANCEY, Thomas B.	Tom	Ella	602/625-3263	--	PO Box 427	Green Valley	AZ	85614
386-V	DANES, Lewis Elmer	Lew	Ded	301/798-4302	W3FZT	3522 Oak Drive	Edgewater	MD	21037
373-V	DANIELS, Eskel	Dan	Fran	209/229-4683	--	2517 E. Hampton Way	Fresno	CA	93726
315-V	*DANIELS, Paul H.	Paul	Margaret	214/785-1178	W5CTN	305 - 24th S. E.	Paris	TX	75460
253-SGP	DANKO, Joseph P.	Joe	Gail	408/688-3558	W6ZYF	7138 Mesa Drive	Aptos	CA	95003
703-P	DARLING, Oscar Edward	--	Virginia	CAStle 43011	--	P.O. Box 157	Seward	AK	99664
677-PA	DAUBENDICK, Carl G.	Carl	Ballie	801/295-5958	W7TRQ	2875 So. Holdbrook Rd.	Bountiful	UT	84010
822-P	DAVIES, David T.	Dave	--	714/753-0837	K6CIO	244 Delphinium St.	Evanitas	CA	92024
208-P	DAVIS, Dr. E. Stuart	Stu	--	201/686-4932	W2ZH	1149 Weber St.	Union	NJ	07083
19-P	DAVIS, William S.	Bill	Amelia	415/526-6651	W6VS	325 Cambridge Ave.	Berkeley	CA	94708
307-P	DAY, Lawrence E.	Larry	Grace	415/DI3-3740	--	744 Lexington Way	Burlingame	CA	94010
808-P	DEACON, Alan I.	Al	--	604/681-1466	--	404 - 1137 Bute St.	Vancouver 5 B.C.	Canada	
708-V	De BARDELEBEN, John F.	Tex	Ethel	703/536-8469	W4TE	2012 Rockingham St.	Mc Lean	VA	22101
280-SGP	De CHAMPLAIN, Paul R.	--	Edith	206/FU3-3194	--	304 So. Tacoma Ave.	Tacoma	WA	98402
749-P	DeLANEY, James B.	Jim	Ded	213/444-1575	WB6BOH	9426 East Ralph St.	Rosemead	CA	91770
623-V	De LANGE, Alfonso V.	Al	Francisca	83-13-70	DU1DL	17-A Jose Abad Santos Dr.	Paranaque, Rizal, P.I.		
600-P	De MELLO, William	Bill	Coqui	--	XE1DDM	Bldv Xola 15, Col Del Valle, Mexico	12 D.F.		
100-V	DeMERITT, Lorin G.	Lorin	Betty	707/823-7540	W6EAS	410 Grudgel Drive	Sebastopol	CA	95472
117-P	de NEUF, Donald K.	Don	Ruth	203/762-7489	--	14 Woodhill Road	Wilton	CT	06897
457-V	DERY, George P.	Geo.	Dot	--	WBHG	9658 Cloverwood St.	Bellflower	CA	90706
496-P	DESPOSITO, Harry J.	Harry	Irene	WSPNR /PL6-6962	WNSNH	108 North Thompson	Conroe	TX	77301
327-V	DeTURCK, Eugene B.	Gene	Ella	DECEASED - March 25, 1970					
228-SGP	DEWING, George B.	Curley	Loretta	408/298-6345	--	1681 Los Padres Blvd.	Santa Clara	CA	95050

(\*) Military Title/s.  
 Unable include due lack of space.  
 NF - Not Furnished.

## D

367-SGP	DIBBELL, Charles M.	Doc	--	--	--	916 No. 21st St.	Allentown	PA	18104
3-SGP	DICKOW, Henry W.	Dick	Betty	DECEASED - April 17 1971.	(HONORARY MEMBER # ONE)				
384-PA	DIETZEL, Fred C. Jr.	Carl	--	918/FE6-4497	WA7HSP	105 No. Penn.	Bartlesville	OK	74003
624-P	*DINGLEY, Edward N. Jr.	Ed	Ded.	815/361-5441	--	11165 4th St. East	St. Petersburg	FL	33706
451-V	DISHON, Elmer F.	Frank	Stella	215/GA7-6300	W6KLIH	4254 Falcon Ave.	Long Beach	CA	90807
575-PA	DIXON, Dudley N.	Dud	Rose	415/669-1647	W6BMS	P.O. Box 44	Inverness	CA	94937
190-V	DIXON, Francis C.	Dick	Dee	215/596-2824	W6KE	1970 McKinney Way A-12D	Seal Beach	CA	90740
686-PA	DIXON, James E.	Jim	Maxine	801/328-2779	W7EM	1602 West 4th N.	Salt Lake City	UT	84116
590-P	DOE, Horace W.	Horace	Betty	--	W7AG	Route 1, Box 10	Squamish	WA	98592
458-PA	DRIGGERS, Paul W.	Sparks	Mary	--	--	P.O. Box 842	Phoenix	AZ	85001
172-PA	DROZDIK, Dr. Walter	M. Walt	Stephanie	408/264-9278	W6LDO	1840 Hurst Avenue	San Jose	CA	95125
951-P	DUNLAP, Island M.	Iso	Ruth	206/743-3566	W7KA	7028 164th St. S.W.	Edmonds	WA	98020
115-P	DUNN, Charles M.	Charlie	Kathleen	805/966-6686	--	1754 Overlook Lane	Santa Barbara	CA	93103
596-P	DURKEE, Konrad M.	Ken	Helen-Louise	415/285-6622	K6JZR	3575 Sweet Drive	Lafayette	CA	94549
564-V	DUTTON, Robert P.	Bob	Evangeline	--	W3HD	4536 Irvin Simmons Dr.	Dallas	TX	75229

## E

178-SGP	EAGLES, Eugene E.	Gene	Tree	714/494-2241	--	1295 Ocean Front	Laguna Beach	CA	92651
731-PA	EARLEY, Edward R.	Ed	Abita	305/756-0446	WB0AWB	4850 East Arizona Ave.	Denver	CO	80222
250-P	EASTMAN, Francis M.	Sandy	Bea	304/585-2258	--	Star Route 3, Box 57	Branson	MO	65616
790-P	EATON, Louis F.	Lou	Margret	617/954-2968	K1BS&K1LE	19 Chapel St.	Duxbury	MA	02552
574-V	EDDY, Dee M.	--	Norma	707/894-5554	--	PO Box 597(26835 Mtn Pine Rd)	Cloverdale	CA	95425
608-PA	EDWARDS, George R.	Russ	Margaret	816/931-7540	--	9826 Drury St.	Kansas City	MO	64137
148-V	EDWING, Alfred E.	Al	Jean	714/737-9571	--	54 El Morro Lane	Oceanside	CA	92054
71-SGP	EGOLF, Richard S.	Dick	Frances	212/NES-8389	W2WX	90 Eighth Avenue	Brooklyn	NY	11215
289-V	EISENGERG, Richard A.	Duke	--	/851-1305	--	1108 Los Frances Rd.	Menlo Park	CA	94025
325-V	ELDRIDGE, Jonathan	Jon	Ruth	617/945-1429	W1GEO	P.O. Box 392	North Chatham	MA	02650
125-P	ELLISON, Melvin E.	Mel	Verna	415/562-1871	K6JO	7806 Crest Ave.	Oakland	CA	94605
598-P	*ELSER, Fred J.	Fred	Margaret	714/327-5775	W6FB	P.O. Box 2575	Pala Springs	CA	92262
596-PA	ELWOOD, John N.	John	Edith	805/946-2028	W7GAQ/6	100B-1243(2515 E. Ave "I")	Lancaster	CA	93534
NOTE: Chairman - Membership Committee, Vice President, Contact for application forms.									
183-P	ENDERLIN, Arthur	Art	Eleanor	501/656-4210	--	4411 Rosedale Ave.	Bethesda	MD	20014
271-V	ENNIS, Robert W.	Mike	Anna Lou	609/227-0177	--	210 Chatham Rd(Whitman Sq)	Furnersville	PA	108012
258-SGP	ENTWISTLE, Guy R.	--	NF	617/479-1052	W1AL	46 Albion Road	Wollaston	MA	02170
107-SGP	ERICK, William J.	Bill	Ded Navua	55 (3-rings)	VR2EK	Private Mail Bag, Deuba,	Fiji Islands	(Via Suva)	
21-V	ERICKSON, Eric	Eric	Sylvia	312/624-8235	--	4024 No. Pioneer St.	Chicago	IL	60634
70-SGP	ERICSON, Arthur E.	Art	Dolly	612/922-1915	W1NF	7 Polger Ave.(POB-212)	Beverly	MA	01915
950-V	ERNST, Joseph P.	Joe	Hildred	307/864-3635	W7VH	502 Ryan	Thermopolis	WY	82445
5-FOP	ESCAGNE, I.E.	Tick	--	--	W50PT	4715 Rice Road	Port Arthur	TX	77640
462-SGP	ESPENSCHIED, Lloyd	Lloyd	Ethel	--	--	99 82nd Rd.(Newbold Pl)	Kew Gardens	NY	11415
95-V	*ESTEP, Gerald A.	--	Jerry	--	W6JAO	2007 Venice St.	San Diego	CA	92107
96-V	*ESTEP, Harold A.	Hal	Margaret	916/487-6398	W6BEU	1660 La Playa Way	Sacramento	CA	95825
80-V	ESTEP, Russel A.	Russ	Helen	408/592-5487	W6QUC	1515 - 6th Avenue	Belmont	CA	94002
290-V	EVLIN, James W.	--	--	205/A75-4945	W4GWR	26 Audubon Place	Mobile	AL	36606

## F

115-P	FABIAN, ERNEST D.	Happy	--	DECEASED - December 22 1969					
1009PA	FAHY, Matthew N.	Matt	Nora	48948	E15CB	"Athinal" 26 Chestnut Grove,	Caherdavin Lawn		
							Limrick, Ireland (Eire)		
660-V	FALBO, Joseph A.	Joe	Mary	602/793-7482	--	3849 E. Edison Place	Tucson	AZ	85716
244-V	FALKY, James Boyd	--	--	415/368-9139	W6BGD	667 - 4th Avenue	Redwood City	CA	94065
476-PA	FALK, Howard Hight	Deak	Evelyn	703/338-7549	W4TMO	P.O.Box 361	Parcellville	VA	22132
285-SGP	FALK, Victor H.	Vic	Bette	DECEASED - May 17 1971.					
870-SGP	FALLON, James R.	Jim	Catherine	516/419-0865	K21FW	46 Hampton	Sayville	NY	11782
846-V	*FARKAS, Ben	Ben	Viv	412/672-0200	W3LMB	609 Manning Ave.	McKeesport	PA	15133
85-SGP	FARMER, George Gordon	Geo.	Alice	707/528-1757	W600	479 Horn Ave.	Santa Rosa	CA	95404
427-P	FARWELL, Ilyn I.	--	Marie	--	--	1080 Contra Costa Drive	El Cerrito	CA	91550
25-SGP	*FASS, Sydney Julian	Syd	Florence	DECEASED - June 14, 1969 (First Treasurer of the Society)					
57-SGP	FASSETT, Lee O.	Spigot	Nazie	415/455-9617	--	72 Longview Ave.	San Anselmo	CA	94960
256-V	FAVRE, George E.	--	Marie	301/929-3560	W3PEY	4755 Bel Pre Road	Rockville	MD	20853
329-V	FELIZ, Sisto J.	Felix	Alice	--	W6QA	355 Altamont Dr.	South San Francisco	CA	94080
45-SGP	FENNER, Paul R.	Don Pablo	Olive	774412	KH6SL	4545 Sierra Drive	Honolulu	HI	96816
							Villa 42)		
514-P	FENTON, Stanley W.	Bill	Ellen	815/FL3-3581	--	5469 River Bluff Circle	Sarasota	FL	33580
134-P	FERGUSON, Chester	Ray Bud	Margarite	415/726-4812	WB6DUC	P.O. Box 534	Half Moon Bay	CA	94019
770-P	FERLAND, C.	Cyp	--	NF	--	2225 Hampton Ave (A)	Montreal 261, Quebec	Can	
56-P	FERNANDEZ, Joseph	Joe	--	/G12-0398	--	450 - 28th St.	Oakland	CA	94609
488-P	*FERNANDEZ, Manuel	Pete	Bea	805/252-9823	W4SM	129 Hialeah Road	Greenville	SC	29607
("Pete" Fernandez is the S.E. USA/Florida-Gulf Coast Area Director for the Society)									

370-P	FITNESS, Arthur W.	Bill	--	604/683-2275	VE7WZ	#1 - 1095 Nicola St.	Vancouver 5, B.C., Canada	
	A.W. Fitness has been named "DIRECTOR" CANADA for the Society, subject acceptance - vice Jim Kitchin							
758-V	FINCH, Ralph D.	Ralph	Ida	315/677-5450	K2CO	2977 Sweet Road	Jamesville	NY 13078
287-V	FINVER, Irvine	Irv	Bessie	516/281-2528	W2ANG	61 Queen Road (L.I.)	Mastic Beach	NY 11951
518-P	FISCHER, Herman A.	Bud	Olive	201/252-4974	WAPQGV	14 Mohawk Trail	Westfield	NJ 07090
390-P	FITCHETT, W. Otis.	Oat	Ben	--	--	P.O. Box 1	Caldwell	NJ 07006
961-V	FLANIK, William C.	Bill	Kay	703/259-5826	W4JYJ	P.O. Box 4154 Fort Hill	PO, Lynchburg	VA 24502
732-PA	FLIECK, William J.	Bill	Sandra	218/325-5727	WAGJUK	4918 Tioga Street	Duluth	MN 55804
567-V	FLYNN, James G.	Jim	Alice	817/486-3408	W5Z0	P.O. Box 232	Crawford	TX 76638
668-P	FOGARTY, John J.	John	Mary	813/834-0491	W4CI	4633 Longfellow	Tampa	FL 33609
963-PA	FOLKMAN, James E.	Jim	Melbalene	216/267-5179	K8GDF	4569 West 192nd St.	Cleveland	OH 44135
999-PA	FOLKMAN, John R.	Jack	Marcia	216/267-5119	K8GBH	4575 West 193rd St.	Cleveland	OH 44135
586-P	FOLKMAN, Ralph C.	Ralph	Ruth	216/671-1424	W8AP	4338 West 137th St.	Cleveland	OH 44135
	(Note: Ralph Folkman is Staff Artist and Cartoonist for publications of the Society)							
940-V	FOHN, Horace J.	Horace	Bertha	512/229-2910	W5HBT	R-2, Box 136	Cedar Creek	TX 78612
990-PA	FORE, George E.	Geo.	Sharon	214/242-6806	W5CJH	2407 Briarwood Land	Carrollton	TX 75006
165-V	FOSTER, Earle E.	--	Maggie	415/456-6095	--	551 Olema Dr. A-8	Fairfax	CA 94950
469-P	FOSTER, Nick H.	Pappy	Lela	--	--	14651 - 12th N.E.	Seattle	WA 98155
453-V	FOX, Albert C.	Al	Edna	707/539-9742	--	7013 Oakmont Drive	Santa Rosa	CA 95405
	(Note: Al Fox is Society's Secretary)							
156-SGP	FRANCIS, Charles B.	"CB"	--	206/EA3-8391	--	1833 13th Avenue	Seattle	WA 98122
667-P	FRANKLIN, William F.	Bill	Elizabeth	813/826-4294	W4KC	2600 Florida Ave. So. St.	Petersburg	FL 33705
696-P	FRANKS, George B.	--	Mary	802/425-2051	--	(Marine Construction)	North Ferrisburg	VT/
247-P	FREELAND, Carroll	Cal	Gertrude	916/351-8611	W6NK	5411 Bramble Way	Sacramento	CA 95841
14-P	FREEMAN, David H.	Dave	Ded	816/343-0941	W6MYO	5919 Locust Street	Kansas City	MO 64110
135-P	FREEMAN, William	Bill	--	209/638-4044	W6ADN	623 East Jefferson	Reedley	CA 95654
514-P	FREITAS, Edgar A.	Ed	Kae	213/241-7656	W6EDS	1110 E. Palmer Ave.	Glendale	CA 91205
926-P	FRITTS, Faun S.	Fritz	Rita	402/466-9202	W6ID	5234 Colfax Avenue	Lincoln	NE 68504
480-P	FULLER, Cecil Stanhope	Bill	Dorothy	DECEASED - Feb. 28, 1972	--	--	--	--
450-V	FULLER, Leland L.	Lee	Violet	--	W6ONM	1637 Calle Colorado	Vista	CA 92083
747-V	FULLER, William A.	Bill	Gwen	206/EM2-4091	K7OZA	17721 11th Ave., N.E.	Seattle	WA 98155
595-P	FULTON, R.S.	Stew	Agnes	--	--	86 Howe St.	Victoria B.C., Canada	
904-PA	FURLONG, Ray A.	Ray	Theresa	243/ME5-4938	W6QLL	2949 East Eckleson St.	Lakewood	CA 90712



794-P	GARM, Sebastian	Bue	Ruth	617/925-2490	W1DIU	118 Edgewater Road	Hull	MA 02045
804-SGP	GALLO, Louis J.	Lou	Margie	NY	W5AU	1507 North Miro St.	New Orleans	LA 70119
545-V	GALTEN, William L.	Bill/Spark	--	415/467-4708	--	50 Solano St.	Brisbane	CA 94005
180-PA	GALVEZ, William	Bill	--	415/456-8905	K6ING	SE1ks Club, 1512 Mission Ave.	San Rafael	CA 94901
785-V	GARCIA, James Robert	Jim	--	813/877-5092	W4PVF	3616 West Cass St.	Tampa	FL 33609
682-V	GARDNER, Charles L.	Chuck	--	805/WB8-3531	K6DY &	W0ZWR P.O. Box 300	Lancaster	CA 93534
658-P	GARDNER, Travier M.	Tom	Jean	713/925-3901	--	Rt. 1, Box 212-A	Alta Loma	TX 77510
1018PA	GARRETT, William J.	Bill	Barbara	313/235-6449	--	1114 Ossington Ave.	Pint	MI 48507
142-SGP	GARRETTE, Edwin C.	Ed	Inez	209/458-4102	W6CC	P.O. Box 216	Colusa	CA 95952
728-P	*GARTEN, Gerald W.	Gerry	Ethel	647/268-1449	--	534 East Fourth St.	South Boston	MA 02127
158-P	GASKILL, William W.	Bill	Pauline	NY	K4CV	202 Anglers Drive	Palm Bay	FL 32901
921-P	GASPAROVITCH, Stephen	Steve	Marie	305/855-3758	W4CZM	6243 Fairlawn Drive	Orlando	FL 32809
485-PA	GATES, Anthony M.	Gates	--	301/276-2182	W3QCR	2216 Gough Street	Baltimore	MD 21231
992-V	GATES, John M. Jr.	Jack	Mary	206/694-9955	W7FQE	6311 Wyoming St.	Vancouver	WA 98661
106-P	GAZZANO, Sam	Sam	Ded	415/924-9210	--	532 Willow Ave.	Corte Madera	CA 94925
--5-P-	GEISEL, FRANK	"FG"	Mary	415/933-3481	--	2816 Tice Creek Dr. #6, Walnut Creek	CA	94595
	(NOTE: Geisel aided the Ancient Mariner to found Society. He became the Second President. Also V.P. Membership)							
995-PA	GENEROY, Charles G.	Chuck	Mickey	714/274-3164	W6GAV	1778 Pacific Beach Dr.	San Diego	CA 92109
958-PA	GERCHMAN, Anthony S.	Tony	--	717/756-8012	K3BK	Star Route	Susquehanna	PA 18847
104-SGP	GERLACH, William G.	Bill	Bessie	415/339-9017	W6BG	7051 Colton Blvd.	Oakland	CA 94611
378-PA	GERRITY, James T.	Jim	--	--	WADXI	P.O. Box 166	Old Westbury	NY 11568
650-P	GHEN, Melville W.	Mei	Rachel	813/392-6407	K4UI	15809 - 2nd St. E.	Redington Beach	FL 33708
199-PA	GILLIAM, James N. III	Jim	--	213/ED6-3092	W70B	205 South 2nd Avenue	La Biente	CA 91746
709-PA	GIVEN, ESTHER T.	Baby	Doll	415/728-3110	W6BDE	P.O. Box 84	Nonara	CA 94057
642-V	GLEASON, Robert J.	Bob	Eloise	301/268-1536	W3KW	3754 Ramsgate Drive	Annapolis	MD 21405
710-P	GLERUM, Cornelis	Cor	Anna	None	PAMGL	Kerkplein 29, Schore, Holland	(Netherlands)	
	(NOTE: Cor Glerum is Chief Operator for the Society's European Net)							
174-P	*GLOBELL, Leroy M.	Roy	Fran	--	--	145 Institute Rd	Worcester	MA 01602
853-PA	GOOZYK, John	John	Ann	205/229-5034	WAINRG	121 Mansfield Ave.	New Britain	CT 06051
953-P	GOEBEL, Eugene S.	Gene	Wilma	312/586-9188	W9ESG	934 Pleasant St.	Oak Park	IL 60302
800-II	GOLDWATER, Sen. Barry M.	(HONORARY MEMBER #2)	--	--	K3JG & K7UGA	U.S. Senate Office Bldg.	Washington	20510
789-PA	GOODMAN, James H.	Jim	Phyllis	916/241-9600	W6BRSY	2955 Shasta Street	Redding	CA 96001
198-P	GOOHS, Otto J.	--	Dorothy	412/766-5442	K5AG	505 Bellevue Terrace	Pittsburgh	PA 15202
857-SGP	GOTTLIEB, William	Bill	Alice	714/444-4709	--	485 Hawthorne Ave.	El Cajon	CA 92020
616-P	GOUGH, Ernest John	Reg	Peg	26.5005	--	Box 3615 G.P.O. Sydney, N.S.W.	2001, Australia	
16-P	GOULART, Manuel	Mike	Edith	417/862-3067	W9AH	2031 East Walnut St.,	Springfield	MO 65802
565-V	GOULD, William B.	Bill	Leah	--	K2NP	926 Woodgate Ave.	Elberon	NJ 07740
421-SGP	GRABOW, Leon S. Sr.	--	Nellie	/369-4500	--	745 So. School St.	Lodi	CA 95240
475-V	GRAHAM, James W.	Joe	--	--	W4SAE	615 Tangerine Ave.	Dunedin	FL 33528



840-PA	GRANDBY, Johny A.	Sparky	--	--	Hydrovnn, 24, 5875 Aardalstangen - NORWAY		
840-V	GRAY, Almon A.	Al	Florence	207/548-6678	WKA	P.O. Box 7	Deer Isle ME 04627
447-P	GRAY, George J.	Jack	Ruth	DECEASED - August 2, 1970			
162-P	GRAY, G. Paul	Paul	Tommy	DECEASED - March 15, 1970			
547-V	GRAY, Wilfred L.	Bill	Hollie	415/644-5551	--	2666 - 39th Avenue	San Francisco CA 94116
250-P	GREELEY, Francis B.	Chick	Jane	408/269-5620	W6NW	1531 Keesling Ave.,	San Jose CA 95125
525-SGP	GREEN, Edward J.	Ted	Michael	061/975-1862	G5EYD	81 Norris Rd, Salt,Cheshire M33-3GR,	England
595-SGP	GREEN, Raymond J.	Ray	Helen	--	W4BMP	181 Duxbury Ave.	Port Charlotte FL 33950
254-V	GREEN, Warren L.	--	Loretta	206/A02-5119	W7JY	7202 No. Mercer Way	Mercer Island WA 98040
477-V	*GREENMAN, Roger B.	--	Alberta	215/641-4072	W6MRS/51	711 So. Glasgow Ave.	Loglewood CA 90301
848-PA	GREGORIO, Roman M.	Romy	--	-- C/O, Kyoko	Co. Ltd, 12-16 2-Chome Shinbashi,Meiwa Bldg Tokyo,/ 105, Japan		
845-SGP	GRIFFIN, Fred V.	Fred	Florence	416/698-3582	--	84 Glen Davis, Toronto 265,	Ontario, Canada
118-SGP	GROGAN, Leslie	Les	Bernice	/756-5442	--	13 Belford Drive	Daly City CA 94015
786-P	GROSS, WILBURT C.	Gross	Gladys	216/595-3275	W8BKM	113 Edgewood Drive	Conneaut OH 44030
155-P	GROVE, Luther Bates	Late	--	--	W3KQH	218 Green St.	Mifflinburg PA 17844
276-PA	GROZINSKI, Martin J., Jr.	Ski	--	206/268-3040	--	256 Belgrove Drive	Kearney NJ 07032
98-SGP	GRUNDELL, Herbert C.	Bert	Florence	805/545-9759	W6JE	2190 Loomis St.	San Luis Obispo CA 95401
779-V	GUILLOT, Gus J.	Gus	Viley	715/722-7759	W5HMB	2828 West Boston Dr.	Nederland TX 77627
160-P	GUY, Raymond F.	Ray	Myrtie	NP	W4AZ	2320 NE 54 Court,	Lighthouse Point FL 33064



664-PA	HAAGENSEN, Borge I.	Borge	Jytte	604/479-7789	VE7VB	R.R.7,	Victoria B.C. Canada.
301-SGP	HACKER, Paul E.	Paul	--	U...	W70L	Route # 6	Caldwell ID 83605
42-P	HATRE, Thayl L.	Thayl	--	707/ 944-2422	W6AER	P.O. Box 772 % Vet H.S.	Yountville CA 94599
871-PA	HALL, George E.	Geo.	--	201/845-5150	WB2TFH	18 Miller St.	Saddle Brook NJ 07662
915-V	HALL, William L.	Bill	Evelyn	207/832-9540	W1BMS	P.O. Box 158	Friendship ME 04547
468-SGP	HALLETT, Gene C.	Gene	Patsv	206/293-7588	--	2007 - 12th St.	Anacortes WA 98221
377-P	HALLIGAN, William J.	Bill	Katie	-- W4AK &	W9AC	Kenilworth House,Bal	Harbour,Miami Beach-3315
148-SGP	HALLOCK, Joseph H.	Joe	Mary	505/244-7975	W7YA	8415 S.W. 14th Ave.,	Portland OR 97219
989-PA	HAMLETT, Frank R., Jr.	--	Jessie	989/932-3755	W4AKJ	106 High Point Drive	Gulf Breeze FL 32561
425-SGP	HANNELL, Joe F.	--	Joyce	309/724-4696	--	2290 Footbill Drive	Vista CA 92085
304-V	HAMMER, Eric Leslie	Les	Anne	604/723-5582	VE7KU	218 South 1st Ave.,	Port Alberni B.C.Canada
4010SGP	HANKIN, John H.	John	Margaret	716/773-4030	--	1585 West River Pkwy,	Grand Island NY 14072
931-V	HANKS, William A.	Bill	--	314/676-2655	W0KJ	(No local number)	Tebbetts MO 65080
299-P	*HANLON, Russell A.	Russ	Ded	--	W6KJ	842 2nd St. East	Sonoma CA 95476
151-P	HANNAH, William H.	Bill	Helen	--	W2US	4205 Roanoke Avenue	Riverhead (L.I)NY 11901
414-SGP	HANSEN, THORNELIUS	Terry	Blenda	--	--	1454 McKendrie	San Jose CA 95125
615-PA	HANSON, Earl H.	Earl	Bernadine	714/T2-11-1566	W6BQP	619 East Virginia Ave,	Santa Ana CA 92706
282-P	HARDEN, GUY R.	Guy	Leila	517/754-4117	K8NG	146 South 2nd St.	Rogers City MI 49779
868-PA	HARDT, Edward P.	Ed	Ellen	612/722-4749	W0JS	5635 - 26th Ave.	South Minneapolis MN 55417
202-SGP	HARE, Ralph M.	--	Dorothy	707/492-4509	--	4175 Heitz Way	Calistoga CA 94515
684-SGP	HARRIS, Buckner N.	Bunny	Edna	215/435-5034	--	5212 The Toledo Apt-4	Long Beach CA 90803
207-V	HARRISON, Oscar T.	--	Nadean	715/757-6544	W5QKU	422 Artesia	Houston TX 77090
890-V	*HARRISS, Robert C.	Bob	Charlotte	415/857-6473	K6VY	12 Shelly Place	Danville CA 94526
585-V	HART, Howart T.	"HT"	--	515/372-6517	W8BCG	825 Chestnut Street	Xenia OH 45385
470-P	HART, Ralph W. Jr.	Ralph	Eleanor	--	--	3940 Johnston Drive	Oakland CA 94611
74-P	HARTMAN, O. Frank	--	Aileen	206/WE2-0086	--	1526 - 45th Ave.Sw	Seattle WA 98116
987-PA	HARVEY, Kenneth B.	Ken	Marj	714/466-7600	K6ICT	211 Blanchard Rd.	El Cajon CA 92020
697-PA	HARWOOD, Julian H.	Woody	Tona	Boondocks None	W6QHD	P.O. Box 483	Lucerne Valley CA 92356
432-P	HASTINGS, Lawrence E.	Larry	Andree	303/424-4625	W0AL	4112 Lamar	Wheatridge CO 80033
742-PA	HATZELL, Alban F.	Al	--	316/355-6487	W0FTV	P.O. Box 52	Lakin KS 67860
795-P	HAVENS, A.C.B.	Bart	Frances	802/244-7181	K11JJ	RPD-1 Box 12	Waterbury CenterVT05677
328-PA	HAYET, Hugo W. Jr.	Hugo	--	--	K7ZLA	ARAMCO, Box 2695	DHAIRAN, SAUDI ARABIA ---
723-PA	HAWKINS, Virgil J.	"VJ"	Donna	816/452-5421	W0MNL	5000 No. Winchester Ave.	Kansas City MO 64119
979-PA	HAYES, John F. Jr.	John	Carole	915/562-5514	W0MDL	5942 Fontana	Fairway KS 66205
130-PA	HAYTON, William N.	Bill	Alice	415/897-3605	WB6WU	54 Grove Lane	Novato CA 94947
225-SGP	HAYES, Harold D.	--	Edith	--	--	638 Hinman Ave.	Evanston IL 60202
886-SGP	HAYWARD, Edward E.	Ding	Ruth	/352-0894	W1PH	15 Woodbine Terrace	Auburndale MA 02166
11-P	HAZLETON, Ralph L.	Ralph	Damae	303/994-5449	K7AG	644 South Ebb Street	Lincoln City OR 97367
656-PA	HEAVEN, Robert C.	Bob	Ethel	215/349-0637	W4GJAE	9801 Vasalden Ave.	Northridge CA 91324
418-PA	HEINBERGER, Raymond E.	Ray	--	--	W8VRZ	2425 North Clinton	Saginaw MI 48602
755-V	*HEINLEIN, Oscar A.	Oscar	Mary	702/293-1182	W70TF	107 Wyoming Street	Boulder City NV 89005
278-P	HELPER, Wayne H.	Sarge	Dina	215/GA7-2220	W6RRH	2850 Eucalyptus Ave.,	Long Beach CA 90806
FOP-2	HEINTZ, Ralph M.	Ralph	Sophie(W6SH)	---	---	P.O. Box 546	Los Gatos CA 95030
527-PA	HENDERSON, Walter G.	Walt	Lillian	919/226-7558	K4GDC	2722 Blanche Drive	Burlington NC 27215
875-V	HENNING, Arthur	Art	Roberta	206/523-6899	W7PI	4516 N.E. 60th St.	Seattle WA 98115
348-P	HENRY, Charles C.	--	Billie	312/765-1156	--	6705 Caldwell Ave.	Chicago IL 60646
119-SGP	HENRY, Corwin R.	--	Ded	415/837-6247	K6DX	217 Henne Ave.(POB-256)	Alamo CA 94507
121-P	HENRY, Everett G.	Ev	Charlotte	--	W6AP	350 Beaumont Drive	Vista CA 92083

685-PA	HERMANSON, Mrs. Elsie H. "El" (Floyd)			305/582-7704	W4CQL	421 Franklin Road	West Palm Beach FL	33405
572-V	HERMANSON, Floyd A.	Floyd	Elsie	516/221-5402	W2BPS	4021 New York Ave.	Seaford NY	11783
705-P	HERSBERGER, Glen	Glen	Dula	219/533-6506	W9LSW	401 Marilyn	Goshen IN	46526
688-V	HESS, Charles H.	Charles	Carolyn	404/822-2215	W4POV	1507 Vernon Street	LaGrange GA	30240
POP-9	HESS, Dr. W.C.	--	--	--	W6CXC	P.O. Box 19-M	Pasadena CA	91102
544-P	HETHERINGTON, Percy	Percy	Jessie	604/922-9588	VE7AJD	1080 - 15th St.	West Vancouver, B.C.	Canada
718-PA	HIGUERA, William J.	Bill	Diane	--	WNGTQI	P.O. Box 1778	Trona CA	93562
711-SGP	HILCKEN, Hans H.	Hans	--	813/391-7104	W4KZR	10005 Bay Pines Blvd(175)	Bay Pines FL	33504
483-P	HILDRETH, Rommel H.	Rom	Mary	--	W01P	18 Brighton Way	St. Louis MO	63105
333-P	HILL, Cyril D.	Cy	--	202/EM2-1693	K3BEG	6335 Seaview Ave NW	607B Seattle WA	98107
464-P	HILL, Herbert H.	Herb	--	206/EA2-5190	WA7CSH	1712 Belmont Ave.	Seattle WA	98122
589-P	HILL, John C.	Bug/Mill	Deleu	408/375-3049	W61XG	P.O. Box 81	Pacific Grove CA	93950
505-V	HILLISMAN, Paul O.	Paul	Irene	415/995-6867	--	135 Crestmoor Circle	Pacific CA	94044
787-PA	HIRSIMAKI, Eli N.	Eli	Gertrude	216/595-1809	W8GR	577 Middle Road	Conneaut OH	44030
652-PA	HITCHCOCK, Ray W.	Ray	Pauline	714/982-5404	W6RM	667 W. Arrow Highway	Upland CA	91786
899-V	HOBDY, William W.	Warner	Ruth	808/565-3215	KH6MV	P.O. Box 723	Lanai City HI	96763
383-SGP*	HODGES, Sandel A.	Sandy	--	213/424-4069	--	3654 Linden Ave (Apt#1)	Long Beach CA	90807
319-PA	HOFFMAN, James E.	Jim	Barbara	203/874-0618	K1ZPQ	42 Gresham St.	Milford CT	06460
128-SGP	HOFFMAN, William Hollis	--	Kate	609/429-7981	W2WJ	740 Kresson Road	Cherry Hill NJ	08054
88-P	HOKE, Vergne L.	--	Fran	707/762-6101	K6HS	346 Wilson Street	Petaluma CA	94952
543-P	HOLCOMB, James W.	Jim	Dorothy	206/LA2-4180	--	5714 Kirkwood Pl. N.	Seattle WA	98103
173-P	HOLGEMAN, Emil A.	Al	Vivian	--/726-4052	W60FL	401 Poplar Street	Half Moon Bay CA	94019
NOTE: "Al" Holgerson is Director of the Society's GOLDEN GATE CHAPTER, also E/O, Golden Gate Phone Net)								
463-V	HOLLAND, Edwin C.	Ed	Laura	617/933-1618	K1RIV & K1TLR	16 Plympton St.	Woburn MA	01801
818-P	HOLLAND, John K.	John	Irene	416/389-1177	VE5BQ	20 West 3rd St.	Hamilton ON, Ontario, Canada	
720-V	HOLZENBERG, Eugene V.	Gene	Grace	714/729-2265	W6GPF & W47SOJ	1241 Elm Ave.	Carlsbad CA	92008
695-V	HOLZENBERG, Jacob A.	Jake	Phyllis	DECEASED - December 24, 1971 (Florida)	--	--	--	--
883-P	HONOLD, George P.	Geo.	Ded	715/684-8828	W9GT	708 North 10th St.	Manitowoc WI	54220
517-PA	HOOD, Andrew G.	Andy	Naomi	707/963-4407	W6VFW	1045 Big Tree Road	St. Helena CA	94574
362-P	HOOD, Stanley J.	Stan	Grace	--	--	553 So. Westmoreland Ave.	Los Angeles CA	90005
879-PA	HOOPER, Rudy E.	Rudy	Elizabeth	805/527-2973	W46KYP	5763 Katherine St.	Simi Valley CA	93065
406-V	HOPWOOD, William P.	Page	Lois	415/147-0977	W6UZM	3877 Stanford Way	Livermore CA	94550
791-P	HORN, Charles S.	Chas.	Allassie	302/227-2212	W5PM	6 Pennsylvania Ave.	Rehoboth Beach DE	19971
984-P	HOSKINSON, Joseph (Copeland)	Joe	Dora	316/668-2748	--	P.O. Box 56	Copeland KS	67837
897-V	HOWLAND, Robert S.	Bob	Ruth	415/324-0788	W6MV	547 Bryson Ave.	Palo Alto CA	94506
41-SGP	HUBBARD, George S.	Pop	--	408/294-1847	--	2150 So. 1st St.	Space 147 San Jose CA	95112
164-SGP	HUBBARD, Irvin W.	Irvin	Pearl	714/757-5372	W6LSR	69 Shirle Lane	Oceanside CA	92054
NOTE: Irvin Hubbard organized Chapter IV and was it's first Director) / Shinbashi, Minato-ku Tokyo 105, Japan								
866-PA	HUFANA, Rafael H.	--	Fezelda	R/O SS Maxim, %	W6CIS	4801 W. Vaughn Ave.	Merced CA	95340
902-V	HUGHES, Kenneth E.	Ken	Vivian	209/722-0222	--	107 Wedgewood Ave.	Hitchcock TX	77563
712-P	HUGHES, Robert M.	Bob	Orpha	713/986-7888	--	--	--	--
555-P	HULEN, Allen D.	Al	Fritzie	907/377-8785	--	P.O. Box 284 Big Lake	Wasilla AK	99687
540-V	HULL, Harding E.	Harry	Mary	518/355-8190	W2YGC	1868 Elizabeth St.	Schenectady NY	12303
211-V	HULQUIST, John A.	--	Lon	801/967-1109	W6QMC	5056 Birchwood Road	Santa Barbara CA	93111
558-SGP	HUNTER, Irving F.	Irvin	Mary	DECEASED - Nov. 8, 1971 (Beno Nevada)	--	--	--	--
103-P	HUNTING, William A.	Bill	--	--	--	Box 40, Route B.	Lower Lake CA	95457
385-PA	HUNTLEY, Fred E.	Fred	--	U...	W6RNC	972 Grizzly Peak Blvd.	Berkeley CA	94708
90-P	HURTT, John N.	John	Eve	714/345-1048	K6M1	42-660 Kansas	Palm Desert CA	92260
828-P	HUSTON, Robert D.	Bob	--	207/773-8674	W1EN	172 Concord Street	Portland ME	04103
343-SGP	HYDE, Stanley E.	Stan	Ded	213/848-0924	K6LJ	444 West Valencia Ave.	Barbark CA	91506

## I

851-P	IRELAND, Noble H.	Duke	Minnie	904/245-4143	W4ZWD	214 Third St. S. E.	Fl. Walton Beach FL	32548
874-P	IRVIN, John C.	--	J anne	904/357-6101	--	16 Cypress Drive	Eustis FL	32726
854-PA	IRVIN, James D.	"JD"	Evelyn	713/283-3840	W5EJR	P.O. Box 847	Woodville TX	75079
144-P	IRVING, Herveri W.	Herb	Helen	412/352-1477	W3FK	(No local St. Ads.)	Saxonburg PA	16056

## J

422-SGP	JACKSON, Benjamin B.	Ben	--	U...	W6JF	P.O. Box 186	Dans Point CA	92629
980-P	JACOBSON, Max M.	Jake	Margaret	301/774-7583	W3DUG	612 Ednor Road	Silver Spring MD	20904
62-P	JACOBY, Arthur C.	Art	Lorettae	717/392-6093	W30Y	136 Springhouse Rd.	Lancaster PA	17603
957-PA	JAEGER, Oscar	Ozzie	Emily	408/688-2368	W6AD	803 Seaciff Drive	Aptos CA	95003
111-SGP	JAGGERS, Homer D.	Homer	Emma	DECEASED - March 17, 1969 - Healdsburg, Calif.)	--	--	--	--
678-P	JARBOE, Wilson T. Jr	Bill	Jane	417/334-3523	--	C/O: General Delivery	Hollister MO	65672
489-P	JEFFERSON, Ernest E.	Jeff	Narjorie	408/624-7380	W6MY	P.O. Box 243	Pebble Beach CA	93953
778-V	JEFFORDS, John M.	Jeff	Marcia	--	W2MS	209 Franklin	Fayetteville NY	13066
566-P	JENKINS, Donald M.	Don	Harriet	604/537-5626	--	R.R. #1	Ganges B. C. Canada.	
129-P	JENKINS, Richard E.	Dick	Isabella	DECEASED - Aug. 28, 1968	--	--	--	--
546-P	JEPSON, William L.	Jep	--	415/359-3474	W6SRN	404 Manor Drive	Pacific CA	94044
168-P	JEWELL, Paul M.	Paul	--	--	--	P.O. Box 155	Skagway AK	99840
959-P	JOBS, Thomas A.	Tom	Elizabeth	206/V12-2050	W7TU	R-5 Box 5200 Bainbridge	Island WA	98110
44-P	JOHNSON, Art	Art	Stella	213/395-3790	--	460 - 18th St.	Santa Monica CA	90402
599-P	JOHNSON, Francis B.	Johnny	Lillian	503/644-8769	W7CBB	12285 S.W. Foothill Dr.	Portland OR	97225

## J

499-P	JOHNSON, George R.	Geo.	Aileen	503/664-2698	W7DRZ	3455 New Ray Road	Central Point	OR	97501
461-P	JOHNSON, James A.	Al	Olive	206/EM4-8570	W7BX	18924 - 37th Avenue	Seattle	WA	98155
706-V	JOHNSON, Olof W.H.	Johnnie	Helen	--	W1JY	P.O. Box 361	Merrimack	NH	03054
75-P	JOHNSON, Oney A.	Oney	--	707/887-7509	--	P.O. Box 42	Forestville	CA	95436
260-P	JOHNSON, Thurston A.	Ding	Amy	304/522-0604	--	1653 Glenway Lane	Huntington	WV	25701
2-SGP	JOHNSTONE, Richard	Dick	Phoebe	415/924-2460	K6FZ	67 Heather Way	Larkspur	CA	94950
NOTE: "Dick" Johnstone assisted WAR in establishing the Society and was its FIRST PRESIDENT. Now Pres. Emeritus									
700-SGP	JONES, William H.	Bill	Martha	518/477-8393	W2SSV	3 Johnny Place	East Greenbush	NY	12061
605-P	JORDAN, William F.	Bill	Milly	617/432-1033	--	50 TodyBole Lane	Harwich	MA	02645
216-P	JORQUERA, Louis E.	--	--	--	KL7PLD	Box 310, Coos River Rt.	Coos Bay	OR	97420
419-P	JULE, Rex H.	Rex	Alice	714/748-2385	WA6QAY	10771 - 27 Black Mt Rd.	San Diego	CA	92126
716-V	JUSTICE, J. Watson	Watson	Corinne	314/843-7857	W0ELN	9165 Cordoba Lane	St. Louis	MO	63126

## K

326-P	KAAR, Ira J.	Ike	Hazel	--	--	1705 Franceschi Road	Santa Barbara	CA	93103
264-V	KAIKER, Stephen J.	Steve	Lola (W6USE)	/961-5198	K6TV	773 Vista Grande Ave	Los Altos	CA	94022
974-V	KAIL, Frederick E.	Fred	Elmore	916/953-0363	K6FP	957 Downe Ct.	Eldorado Hills	CA	95630
454-P	KALE, Samuel S.	Sam	Julia	--	W2VU	31 No. Lenape Ave.	Trenton	NJ	08618
769-PA	KALOGHERSON, Thomas A.	Tom	Julie	612/884-4474	W0WJA	5033 Overlook Circle	Mneapolis	MN	55431
361-V	KARES, Joseph J.	Joe	Eileen	302/032-5514	--	110 Carolyn Ave.	Salisbury	MD	21801
759-PA	KAY, Max E.	Max	Maggie	801/295-5704	--	5433 So. 725 West	Bountiful	UT	84010
538-P	KAY, Robert L.	Bob	Sylvia	415/368-2210	--	402 De Anza Avenue	San Carlos	CA	2216
975-P	KELLEY, Clarence B.	Kel	Kathryne	513/951-7671	W8ZLU	7204 Cloverbrook Ave	Cincinnati	OH	45231
528-P	KELLEY, John R.	Howard	Florence	--	W6DIO	626 Madero Avenue	Ontario	CA	91762
626-PA	KELLY, Patrick N.	--	Elizabeth	604/477-4491	VE0ME	4190 Blankinson Road	Victoria B. C.	Canada	
455-P	KELSO, Theodore W.	Ted	Lena	--	W6POQ	1708 Fairdale Ave.	Escondido	CA	92025
601-V	KENYBERTZ, Albert C.	Al	Ruth	201/245-7502	W2CDA	125 East 4th Ave.	Roselle	NJ	07205
95-SGP	KESLER, Charles H.	"KT"	Mabel	408/341-5325	--	3932 O'Neill Drive	San Mateo	CA	94403
832-V	KILLAN, Victor W.C.	Vic	Pauline	213/763-7721	W6PQ	4904 Tujunga Ave #1.	No. Hollywood	CA	91601
127-P	KIMBERK, Raymond S.	--	--	--	--	2249 Selby Ave.	Los Angeles	CA	90064
108-SGP	KING, Fred	--	Hedchen	DECEASED - July 30 1969 (Honolulu)	--	--	--	--	--
105-P	KING, Howard D.	--	--	415/587-9729	--	266 Beverly Street	San Francisco	CA	94132
823-P	KINNE, Laurance W.	Doc	Katherine	616/352-5741	W8EU	325 Park Avenue	Frankfort	MI	49635
954-PA	KIRKSEY, Emory P.	Emory	Deanne	904/767-6070	--	885 Temple Road	Daytona Beach	FL	32019
84-P	KITCHIN, James E.	Jim	--	604/684-2838	VE7KN	369 Nigel Ave.	Vancouver 10 B. C.	Canada	
NOTE: "Jim" Kitchin was the First AREA DIRECTOR for Canada.									
330-P	KLEIN, William S.	Bill	Helen	213/660-0317	--	1950 Drexona Drive	Los Angeles	CA	90027
196-V	KLEINLAUS, Louis J.	--	--	--	--	5207 Stan Haven Road	Camp Springs	MD	20031
641-PA	KNICKEBOCKER, Harvey M.	Knick	Jeanne	714/466-8240	K65K	7750 Highgate Lane	La Mesa	CA	92041
637-PA	KNIGHT, George M.	Bud	Mary	213/764-5469	W6CAL	11921 Stagg St.	North Hollywood	CA	91605
153-P	KNIGHT, Walter A.	Walt	Sylvia	714/893-2676	W0GB	13841 McMains St.	Garden Grove	CA	92641
18-P	KNOWLES, J.S.	"SI"	Ora	DECEASED - Dec. 3 1969 (Seattle)	--	--	--	--	--
916-PA	KODLSTRA, Walter J.	Wout	Veerbeek	02154-5174	PA6PKR	Prans Halslaan 3	Baan	Netherlands	
613-P	KORF, Earl W.	Earl	Suzanne	201/747-3884	WA2UR0	P.O. Box 155	Lincroft	NJ	07738
439-V	KORELL, Harold E.	Hal	Marjorie	--	--	501 Orangethorp (31 Maple)	Anaheim	CA	92801
649-PA	KORN, Wayne A.	Wayne	--	--	K7PPZ	6053 - 28th Ave. N.E.	Seattle	WA	98115
935-PA	KOWALSKI, Henry	Henry	Marge	707/452-0154	W6NRR	2042 Falcon Court	Fairfield	CA	94533
524-PA	KRANIAS, Charles E.	Charlie	Pat	717/334-2024	W3YPL	104 Johns Avenue	Gettysburg	PA	17325
281-P	KRAUSS, Otto J.	--	Ann	--	--	125 - 7th Avenue	San Francisco	CA	94118
357-SGP	KRECH, Karl G.	Kark	Betty	--	W3BS	51-2 Revere Road	Drexel Hill	PA	19026
725-V	KRISKE, George W.	Geo.	Elsie	705/273-8238	--	2950 San Jeronimo Rd	Port St. Lucie	FL	33450
856-PA	KRUSHINA, Frank C.	Frank	Charlotte	305/523-6368	K4DW	1821 SW 11th St.	Fort Lauderdale	FL	33312
344-PA	KUDLAN, Henry	--	Maria	--	W2UHM	25 Bonaventure Ave	Ardsley	NY	10502
380-SGP	KUMLER, Norris C.	--	Verna	206/SU2-1483	--	3240 NW 57th St.	Seattle	WA	98107

## L

772-PA	LABRIE, Hector R.	HecK	Hazel	805/WH8-5227	W11OT/6	45502 Kingtree St.	Lancaster	CA	93554
163-P	LACHELT, Walter L.	Walt	Ethel	--	--	537 Cathedral Drive	Aptos	CA	95005
158-P	LA FETRA, Bernard W.	Barney	Dcd.	415/531-3889	--	3876 Brown Ave.	Oakland	CA	94619
967-P	LAHEY, Richard T.	Dick	Ruth	904/726-4934	W4EWS	Route 1, Box 117-D	Floral City	FL	32636
102-SGP	LAMP, Edwin S.	Ed	--	505/644-4973	W7HJU	4850 S.W. 139th Ave.	Beaverton	OR	97005
781-PA	LAMBERT, John W.	John	Madeline	602/294-1036	W7KAH	P.O. Box 11371	Tucson	AZ	85706
748-PA	La MOURE, John E.	John	Harriet	805/947-5355	--	38621 Yucca Tree St.	Palmdale	CA	93550
206-P	LANDICK, Robert E.	Ernie	--	--	W1JZ	94 York Road	Lynn	MA	01904
610-PA	LANDRY, Ney R.	Ney	Mary	415/351-3653	K6RI	15520 Farnsworth St.	San Leandro	CA	94579
232-PA	LANE, Benjamin P.	Ben	--	--	W7PNE	P.O. Box 103	Talovana Park	OR	97145
227-P	LANE, Fred A.	--	--	--	--	225 Darrell Road	Hillsborough	CA	94010
467-V	LANG, FREEMAN	--	Diana	949-1929	WU6AX	P.O. Box 3295	Honolulu	HI	96801



864-V	LARRABEE, Jack W.	Jack	Mae	509/966-2539	W7HNA	7804 Occidental	Yakima	WA	98903
15-P	LARSEN, Charles W.	Bill	Ann	714/726-0328	WB6JQJ	1563 Sunrise Drive	Vista	CA	92083
969-P	LAESSLE, Howard P.	"HY"	Frances	609/893-2965	W2VJ	RR-4, Box 4581	Browns Mills	NJ	08015
925-V	LATOURRIE, Duane D.	"DD"	Nora	213/670-3260	W6IG	7350 West 87th St.	Los Angeles	CA	90045
588-P	LAWHIE, Marritt H.	--	Margaret	--	--	1924 Riverside Drive	Trenton	NJ	08618
146-P	LAX, Charles B.	Charlie	--	803/588-2591	--	P.O. Box 95	Folly Beach	SC	29439
557-V	LAXSON, Dan D.	Danny	Ann	305/822-2649	W4DL	231 West 41st Street	Hialeah	FL	33012
72-SGP	LAZARUS, Benjamin N.	Benj.	Rose	DECEASED - March 25 1970 - New York	--	--	--	--	--
235-V	LEAL, Albano	Al	Gertrude	415/665-1088	--	P.O. Box 272	Point Reyes Station	CA	94956
950-P	LeBOEUF, Wilfred F.	Will	Leona	805/831-4054	--	4304 Alexander St.	Bakersfield	CA	93307
241-P	LEE, CHARLES B.	CHARLIE	Ded	213/663-3897	W6PZY	2466 Edgewater Terrace	Los Angeles	CA	90029
239-P	LEIGH, Philip P.	Phil	Narge	714/679-1592	K6VE	P.O. Box "FF"	Sun City	CA	92381
66-P	LELAND, Wallace H.	Wally	--	802/933-6303	K7WL	10946 Canterbury Drive	Sun City	AZ	85351
355-PA	LENGVEL, Robert R.	Bob	Liane	445/954-7705	WB6KDS	30 Stevenson Drive	Pleasant Hill	CA	94525
587-V	LENKOWSKY, Sol.	Len	--	212/MU9-5754	--	(S.A.R.A.) 270 Madison Ave.	N.Y.	NY	10004
77-V	LETSINGER, Paul R.	Red	Jean	/LY1-1943	--	23 Vine Street	San Carlos	CA	94070
873-PA	LEVINE, David B.	Dave	Ded.	904/253-6390	WBARSII	806 Catherine	Holly Hill	FL	32017
888-PA	LIDELL, Steadman	Steady	Vivian	212/864-9200	W2MEI	250 Riverside Drive	New York City	NY	10025
400-SGP	LINDEN, Bernard H.	Bab	Ded	714/987-3786	--	7072 Napa Avenue	Alta Loma	CA	91701
261-P	LINDGREN, M. Harry	Lindy	--	--	W6CJ	207 South Hoover St.	Los Angeles	CA	90004
676-SGP	LINDH, Charles R.	--	--	--	--	4014 Kains Avenue	Albany	CA	94706
680-V	LINDNER, Walter W.	Walt	Alice	305/941-5749	W4KTE	2810 N.E. 16th St.	Pompano Beach	FL	33062
255-P	LINDSAY, Edward G.	Ed	Gussie	415/545-8954	W6ND	1475 Balboa Avenue	Burlingame	CA	94010
889-PA	LINDSAY, Robert C.	Bob	Susan	401/828-2556	W1CJH	6 Edna Street	Coventry	RI	02816
510-V	LINDSEY, William F.	Floyd	Dot	305/751-7039	K4MV	3516 N.W. 39th St.	Ft. Lauderdale	FL	33309
816-PA	LITTLE, William I.	Bill	Ann	219/942-5048	W90SD	6 North Guyer Street	Hobart	IN	46542
865-V	LIVINGSTON, John H.	John	Ruth	714/741-2185	--	1247 W. Encinitas Rd., Sp-	E-12 San Marcos	CA	92069
820-P	LIVINGSTON, John W.	John	Edith	214/789-3461	--	RPD #2, Box 58	Karnack	TX	75661
428-SGP	LLOYD, Geoffrey H.	Geoff	Mildred	808/634-361	--	RR-1, Box 80-A	Waiialua	HI	96791
592-P	LLOYD, Harold A.	Al	Marian	--	W6SRJ	1527 Dover Road	Santa Barbara	CA	95103
859-PA	LOCKHART, W. Neil T.	Neil	Patricia	34648	ZESJN	5-17th Ave. MABELREIGN	Salisbury, Rhodesia	--	--
947-V	LOFQUIST, Edwin H.	Ed	Delia Dee	U...	W7ABR	P.O. Box 538	Seattle	WA	98111
811-SGP	LOIDMAN, Hunter J.	Hunter	Frances	DECEASED - Feb. 11-1972 - Elizabeth, Pa.)	--	--	--	--	--
359-V	LONG, Alfred B.	Al	Syl	715/866-1725	W5EKE	P.O. Box 3265	Beaumont	TX	77704
643-P	LOONEY, Howard C.	Howard	Harriet	301/656-4632	W5JH	7609 Cayuga Avenue	Bethesda	MD	20054
246-P	LOPEZ, Andrew R.	Bennie	---	213/334-1516	W6AAK	P.O. Box "K"	Azusa	CA	91702
258-P	LORD, Harry E.	Larry	Gertrude	214/539-4538	W5JH	1288 North Bagley	Dallas	TX	75211
679-V	LORD, Wilfred F.	Fred	Dot	308/665-6723	K4PND	415 Savona Ave.	Coral Gables	FL	33146
442-SGP	LOVEJOY, Loren A.	Loren	---	206/LA3-8054	--	6435 9th Avenue N.E.	Seattle	WA	98115
482-V	LUDWIG, Joseph S.	Joe	Margaret	305/585-4400	--	1501 North "D" St.	Lake Worth	FL	33460
895-PA	LUNBECK, George A.	Red	Jean	307/683-2497	K7KSA	P.O. Box 146	Story	WY	82842

## M

580-P	MAASS, CHARLES E.	Charles	Ded	201/579-4986	W2RTV	57 Haddonfield Road	Short Hills	NJ	07078
774-PA	MACDONALD, Norman I.	Norm	Jo.	604/521-0969	VE7MK	8264 Fremlin St.	Vancouver 14 B.C.	Canada	--
636-V	MACKENZIE, Duncan O.	--	Frances	604/385-5095	--	2562 Wesley Place	Victoria B.C.	Canada	--
28-P	MACKIN, George R.	Ray	Mary	408/534-8571	K6GI	14925 Sobey Road	Saratoga	CA	95070
900-P	MACLEAN, Donald N.	Don	Lillian	516/356-3772	--	53 Wallace Street	Rockville Centre	NY	11570
306-V	MADDEN, Roy E.	Sparks	Ded	--	--	555 Alfred Road	So. Poms River	NJ	08753
923-V	MAHONY, Daniel T.	Dan	Corrie	608-1454	Z560S	P.O. Box 1729, Johannesburg.	South Africa	--	--
NOTE	Dan Mahony is Area Representative for the Society in SOUTH AFRICA (U.S.A.)								
867-V	MAJOR, Dady S.	Dady	Millie	--	VU2ND	Petit Mansion - 85, Bleater Rd.	Bombay 7 India	--	--
NOTE	Lt. Col. Dady S. Major is the Society's Area Director for SOUTHEAST ASIA.								
365-SGP	MAKER, Frank L.	Frank	Mildred	--	--	156 Moraga Way	Orinda	CA	94563
797-P	MALLERY, Sherman J.	Sherman	Evelyn	201/489-1921	W2CJX	48 Summit St.	Ridgefield Park	NJ	07660
7-P	MANGLESORF, Fred B.	Fred	Edna(Kit)	707/996-1829	W6ZK	44 Temeclec Circle	Sonoma	CA	95476
752-V	*MARBACH, George D.	Denny	Ruth	442/465-3009	W5ADK	743 Wayne Avenue	Indiana	PA	15701
515-V	MARRINER, Edmund H.	Ed	Wilda	714/459-5527	W6BLZ	528 Colima Street	La Jolla	CA	92057
NOTE	Ed Marriner acted as Area Director for the Society in Southern California when first established.								
250-PA	MARSANO, Carlo M.	--	Storm	815/294-4866	WB4AJV	1410 - 18th Street	Key West	FL	33040
507-P	MARSH, John S.	John	Laura/K3WJG	215/868-0390	W5ZE	RD-5	Bethlehem	PA	18015
924-P	MARTHEMS, Albert F.	Al	Ann	312/869-7058	W9OR	2625 Poplar Avenue	Evanston	IL	60201
81-P	MARTIN, Ronald G.	Rennie	Frances	707/224-8860	W6ZF	1575 Baywood Lane	Napa	CA	94558
431-PA	MARWOOD, William E.	Bill	--	--	W43CH(?)	Mail returned from Baltimore address.			
275-PA	MASON, Carl L.	Sam	Marjorie	207/688-2731	W1GHK	Hodsdon Rd., Box 122	Pownal	ME	04069
542-P	MASON, Curtis W.	Curt	Margaret	DECEASED - Jan. 19 1972 - San Marino, Calif.)	--	--	--	--	--
519-V	MASON, Wayne	Wayne	Anne	--	--	P.O. Box 86	Piermont	NH	03779
777-PA	MASTEN, Donald B. Sr.	Don	Anna	914/795-5478	W2LEL	RD-1, Box 100 Old Indian Rd.	Milton	NY	12547
878-PA	MATEO, Louis R.	Lou	Elizabeth	242/327-8725	WB2MVK	1204 Augustina Ave.	Far Rockaway	NY	11691
12-FOP	MATLACK, Rexford M.	Rexford	--	--	W5EPX	13445 First St. E.	Madeira Beach	FL	33708
152-V	MATTE, Arthur S.	Art	Ded	715/985-1849	W5JE	1618 - 15th Street	Port Arthur	TX	77640
549-V	*MATTHEWS, Courtney	Court	Patty	215/TH2-5997	W6EAK	740 So. Griffith Park	Dr. Burbank	CA	91506
167-P	MATTHEWS, Walter I.	Matty	Mim	415/669-1094	--	Box 266	Inverness	CA	94937
771-PA	MATTHEWS, S. Reginald	Reg	Norma	--	W47ORV	7537 North 18th Ave.	Phoenix	AZ	85021
905-PA	MATTOX, Robert H.	Bob	--	904/596-3183	K4TC	P.O. Box 156	Aripeka	FL	33502

## M

389-V	MAXSON, Roy R.	Max Mildred	714/724-5131	W6DEY	1221 Knoll Road	Vista	CA 92083
FOP-1	MAYES, Thoro L.	Thoro Lygia	408/867-0213	W6AX	21120 Sullivan Way	Saratoga	CA 95070
NOTE: Technical Editor and Consultant to Society of Wireless Pioneers)							
388-P	MAYNES, Walter W.	Walt Ruth	707/823-5537	W6ZJ	5589 Volkerts Road	Sebastopol	CA 95472
408-V	MEANS, Paul S.	Pablo Kathleen	305/632-9142	--	951 Bowling Lane	Rockledge	FL 32955
206-PA	MEDITZ, Joseph E.	Joe --	212/456-6206	W2CKQ	564 Grandview Ave.	Ridgewood	NY 11237
959-V	MEHNER, Albert H.	Al Jewel	702/878-2029	W7HP	5417 Evergreen	Las Vegas	NV 89107
445-P	MEISTER, George	Geo. Johanna	DECEASED - March 2 1971 - Portland, Oregon.	--	--	--	--
300-PA	MELONEY, William M.	Bill Dot	415/669-1008	W6HTG	Star Route	Inverness	CA 94937
325-P	MELVILLE, J.G.	Jerry Sarah	213/295-1400	--	5825 South Kings Road	Los Angeles	CA 90056
614-P	MERRITT, Lawrence G.	-- Dcd	213/842-4151	--	1158 North Lima St.	Burbank	CA 91505
976-V	METZ, Marion A.	Marion Ruby	206/631-9046	W7BJG	18022 S.E. 513th St.	Auburn	WA 98002
285-P	MEYER, Henry E.	-- --	--	W4TRR	1224 Taylor Street	Hollywood	FL 33020
89-SGP	MEYERS, Raymond E.	Heinie Marge	7282-0014	W5MLZ	P.O. Box "B"	San Gabriel	CA 91778
15-SGP	MICHE, JACK A.	Jack Alice	DECEASED - Jan. 24, 1972 - San Francisco)	--	--	--	--
817-SGP	MILLER, Arthur A.	Art Ellen	DECEASED - Oct. 15, 1971 - Santa Barbara, Ca.)	--	--	--	--
571-PA	MILLER, J. WILLIAM	Bill Edna	703/275-0112	K4MM	10919 Woodfair Road	Fairfax Station VA	22039
850-PA	MILLET, Francisco	Francis Martha	212/768-6560	W42FLE	475-18th Street	Brooklyn	NY 11215
754-PA	MITCHELL, Richard	Dick Virginia	213/431-4001	W6TTP	3341 Wimbledon Drive	Los Alamitos	CA 90720
60-P	MITCHELL, Walter L.	Walt Dorothy	--	W47LCC/W7VI	4318 N.E. 60th St.	Seattle	WA 98115
964-V	MIX, Robert E.	Bob Hilda	517/734-3635	W8CDQ	2092 Shore Road	Rogers City	MI 49779
521-V	MOCK, Roy	Roy --	415/368-6045	--	506 Winslow Street	Redwood City	CA 94063
459-P	MOLTZER, Albert C.	Albert Myra	--	--	P.O. Box 362	Paso Robles	CA 93446
245-V	MONEK, Dr. Gregory G.	Greg Aisne	714/466-4254	W6HL	5340 ValleVista Rd.	La Mesa	CA 92041
907-P	MONTGOMERY, Alvin R.	Monty Vivian	213/874-8824	W6MMB	7158 Hockey Trail	Hollywood	CA 90068
417-V	MONTGOMERY, Keith B.	Monty --	--	--	P.O. Box 344	Edmonds	WA 98020
189-P	MONTGOMERY, Martell E.	Monte Annie	--	K6HM	Ocampo 85 (A-109)	Ajijic (Jalisco) Mexico	
12-P	MONTLE, ROME	Monty Sidney	206/TR8-4156	W47FBP	21860 - 54th Ave. S.	Kent	WA 98015
149-P	MOON, Robert B.	Bob Audrey	--	W6YN	P.O. Box 854	Crestline	CA 92325
1014V	MOORE, James W.	Jim Ada	207/667-2484	W1CX	RFD-3	Ellsworth	ME 04605
657-P	MOORE, Joseph P.	Joe Lelia	714/748-5298	W66YVC	14513 Kittery St.	Poway	CA 92064
50-P	MOREAUS, Charles M.	Charlie Toni	DECEASED - June 24 1970 - Ocala, FL.)	--	--	--	--
551-PA	MORGAN, Arthur W.	Art Katherine	604/321-9913	VE7AAI	1051 East 56th Ave.	Vancouver 15 BC Canada	
424-P	MORGAN, CALVIN P.	Cal Edna	206/865-9680	--	11301 - 199th Ave. "E"	Sumner	WA 98590
997-V	MORGAN, David J.W.	Dave Eina	604/738-1930	--	2994 Point Grey Rd.	Vancouver 8 BC Canada	
1002P	MORJARTY, William J.	Bill Grace	--	W9TOW	2789 N.W. 29th Court	Ft. Lauderdale FL	33311
195-P	MORRIS, Hedley B.	-- Gladys	415/924-1463	--	141 Hill Path	Corte Madera	CA 94925
FOP-11	MORRIS, Robert M.	Bob --	--	W2LV	80-1, Box 67	Sparta	NJ 07871
892-V	MOSLEY, Wesley J.	Wes Elsie	505/623-3838	--	2809 West 8th St.	Roswell	NM 88201
985-PA	MOSS, Thomas M.	Tom --	104/766-3975	W4HYW	P.O. Box 90578	Atlanta	GA 30344
766-P	MOWRY, Clair E. Sr.	Ed Dcd.	616/843-9592	K8AEB	714 Diana St.	Ludington	MI 49451
508-V	MULLIGAN, Homer E.	Red Ruth	415/526-9434	--	1529 Keencrest Drive	Berkeley	CA 94702
55-P	MULLINX, George R.	"MH" El	415/968-7587	W6WDU	503 - 60 Moorpark Way	Mountain View	CA 94040
724-P	MUMFORD, Edgar R.	Royal Violet	301/849-8536	W3CU	Rt. 1, Box 397	Annapolis	MD 21401
945-V	MUMFORD, Harold S.	Hal Mildred	413/954-4728	W6CU	1271 Walker Ave.	Kahmi Creek	CA 94596
746-P	MUMFORD, William W.	Bill Betty	204/538-7392	W2CU	4 Craydon St.	Morris Plains NJ	07950
392-P	MUNDT, Carolus S.	-- Virginia	415/885-4797	W6ZI	595 Midway Blvd	Novato	CA 94947
982-P	MUNGER, Rex L.	Rex Frances	312/627-0614	W9LTP	112 South Main St.	Lombard	IL 60148
841-P	MUNHOLLON, Virgil V.	Virg --	212/244-4530	W6LLE	417 W. Los Feliz Rd.	Glendale	CA 91204
254-PA	MUNNERLYN, Charles J., Jr.	Chuck Mary	707/546-8134	--	3898 Holland Drive	Santa Rosa	CA 95404
146-P	*MUNTER, Wildred	Bill --	DECEASED - July 14, 1969 - San Diego, Ca.)	--	--	--	--
584-PA	MURRAY, James	Jim Hester	206/116-1654	W47RSO	17728 Densmore N.	Seattle	WA 98133
829-V	MYERS, Clare H.	Clare Viola	315/492-1210	--	3736 Eager Road	Jamesville	NY 13078

M  
C

292-P	McARDLE, JAMES J.	Jim Rosaleen	415/681-7751	W6FX	1365 - 37th Avenue	San Francisco	CA 94122
56-SGP	McCARGAR, Jonas L.	Mac Evelyn	408/476-4092	W6EY	750 47th Ave. #47	Capitola	CA 95010
68-P	McCARTHY, Dr. John J.	Mac Bernice	209/477-7175	W6MC	2843 Rutledge Way	Stockton	CA 95207
338-V	McGEORGE, H. Crosby	Mac Eleanor	805/238-3156	W6HJL	18 - 12th Street	Paso Robles	CA 93446
321-P	McGEORGE, William M.	Bill Geneva	108/244-4944	W6EU	2755 Westfield Ave.	San Jose	CA 95128
685-P	McGINNIS, Edwin W.	Mac Betty	509/547-4473	W7RK	4800 River Blvd.,	Pasco	WA 99501
877-PA	McINTYRE, Richard	Dick Jane/K4BNG	--	K4BNT	Am. Embassy/ATU	APO-San Francisco	96528
257-P	*McKINNEY, Joe H.	Mac Bernice	U...	--	Rt. 3 Box 706	Seguin	TX 78155
NOTE: Joe McKinney is Vice President - Finances & Audits for the Society.							
1001PA	McKINNEY, John	Mac Catherine	308/382-0523	W4MP	4344 Heavenly Drive	Grand Island Nd	68801
137-V	McLEOD, George R.	Bob Hilda	301/OLA-6820	--	3106 River Hill Rd.	Washington D.C.	20016
411-PA	McLEOD, Gordon	Mac May	415/345-3912	W4HPO	504 Alta Avenue	San Mateo	CA 94405
714-PA	McLEOD, Lewis E.	Ed Oca	--	W4GHO	(No local Address)	Waves	NC 27982
415-PA	McLISH, Clinton L.	Clint Cella	213/866-3857	--	5326 No. Kettler Ave.	Lakewood	CA 90715
694-V	McMAHON, Lee R.	Mac Mildred	713/892-9341	W45NLB	1815 East Lucas	Benumont	TX 77705

# N

253-PA	NANTZ, Raymond L.	Ray	Dec.	Note: Mail returned from 17 State St., NYC NY 10004. Inform if known			
639-P	*NEALE, George M.	Geo	Leora	VE7VK	4278 Parkside Cr.	Victoria B.C.	Canada.
879-V	NEDERPELT, C.J.	Cor	Lies	PAWJKJN	Eylmanstr 2	Amsterdam	Netherlands
310-SGP	NEIFERT, Reuben G.	Guy	Arvilla	020-55605F	11146 E. El Rey Dr.	Whittier	CA 90606
86-PA	NELSON, John B.	--	Rubye	213/693-4580	WGEAR	P.O. Box 694	Half Moon Bay CA 94019
629-V	NELSON, Wayne M.	Wayne	Helen	704/782-7713	W4AA	P.O. Box 127	Concord NC 28025
19-SGP	NEWBY, Ray	Nobe	--	209/465-0377	--	610 Sharon Ave.	Stockton CA 95205
58-V	NEWMAN, Donald P.	Don	Margaret	415/731-7651	W7CORW7DN	2800 Ocean Ave.	San Francisco CA 94132
39-SGP	NICHOLS, Clifton T.	Nick	Sylvia	714/345-1158	K6QP	77-014 California Dr.	Palm Desert CA 92260
650-V	NICKS, Henry J.	Henry	Sally	305/665-8758	K4GM	5710 S.W. 67th Ave.	Miami (?) FL 33143
531-P	NOAH, Lewis B.	Lew	--	--	--	P.O. Box 1687	Juneau AK 99801
966-P	NOBLE, Elmer V.	Elmer	--	none	--	P.O. Box 123	Frankfort MI 94655
372-V	Nolan, Arthur B.	Art	Grace	714/435-5250	WB6CFY	2140 Garston St. A-D,	San Diego CA 92111
692-PA	NORBACK, John O.	Jon	--	415/941-1959	W6KFV	27040 Elena Road	Los Altos Hills CA 94022
756-V	NORGARD, Ralph L.	Ralph	Dorothy	503/281-1909	W7QY	5710 N.E. Simpson St.	Portland OR 97211
209-SGP	NORMAN, Stacy W.	Norm	"Win"	703/295-2353	W4SN	1656 Brandywine Dr.	Charlottesville VA 22901
735-P	NOTTINGHAM, William	P.T. Bill	Mildred	--	--	35010 Date Avenue	Yucaipa CA 92599
294-P	NUGENT, Thomas F.	Tom	Eleanor	--	W9OBL	503 Antioch Lane	Ballwin MO 65011
266-PA	NYREN, Paul E.	--	--	--	--	2750 Merman Dr. A-106	Pullman WA 99163

# O

691-PA	OATMAN, Marshall Z.	Marsh	---	714/564-4749	WA6GQV	P.O. Box 451	La Quinta CA 92253
112-P	O'BRIEN, William J.	Bill	Marjorie	660-6144(B); 36-3355(B)	36-3355(B)	45 Murray St.	PYRMONT, N.S.W. 2009 Australia
NOTE- Bill O'Brien is Area Director for the Society in Australia and New Zealand.							
912-PA	O'CONNOR, Robert C.	Bob	Myrtice	815/645-1879	W4PFI	P.O. Box 6	Ruskin FL 33570
1011-V	O'DOWD, Stacie J.	Stacie	Dorothy	816/229-5429	W6ELS	R-2, Box 110	Blue Springs MO 64015
764-PA	OEPINGER, Hawley C.	"RCO"	Jeanne	203/322-0057	W1GUP	1758 Newfield	Stamford CT 06903
821-PA	O'LAREY, John D.	John	Karen	907/445-2064	K7KNU	P.O. Box 32	Nome AK 99762
573-V	OLIVER, Herbert J.	Herb	Virginia	503/634-1218	W7DW	2108 S.E. Silver Springs Rd.	Milwaukie OR 97222
295-PA	OLIVER, Melvin J.	Mel	Yoko	415/663-1591	W1KTU	Star Route	Inverness CA 94937
229-V	OLSON, Keith	--	Doreen	206/CR5-6351	W7FS	Star Route 1, Box 398	Belfair WA 98528
354-V	ONG, George H.	--	Lou	415/524-8918	W6ZYQ	1241 Garfield Ave.	Albany CA 94706
474-P	ONSUM, George A.	--"Go"	Rachel	--	W7IC	17522 Ave. 35 N.E.	Seattle WA 98155
181-SGP	ORMSBY, Russell S.	Russ	Grace	--	--	801 Chicago Road	Niles MI 49120
20-SGP	OSBORNE, Butler J.	Barney	Eve	U...	W6US	451 Moon Mountain Rd.	Sonoma CA 95476
456-V	OSCARSON, Bert A.	Bert	Helen	206/LA3-7594	W7ADT	6414 Brooklyn Ave. N.E.	Seattle WA 98115
205-P	OSTERHOUDT, Elmer G.	"EO"	Mabel	(Modern Radio Labs)	--	745 Cordone Ave	Reno NV 89502

# P

807-V	PACHNER, Stanley F.	Stanley	---	--	--	110 Butte View Drive	Grass Valley CA 95945
548-P	PACKARD, Lyman W.	Pack	Mary	802/445-7894	W6PC	1150 West Skyview Drive	Prescott AZ 86301
805-P	PALMER, Glenn E.	Glenn	Gina	415/001-6611	W6BZY	1758 - 32nd Ave/	San Francisco CA 94122
887-PA	PALMER, Kenneth R.	Ken	Ann	716/652-7350	K2PJ	802/3. Williston Road	East Aurora NY 14052
995-P	PALMER, Lester C.	Les	Eleanor	811/452-5898	W31DJ	905 Buffalo St.	Franklin PA 16523
61-P	PALMER, Robert S.	Bob	--	--	W7RD	17211 Second Ave. W	Bothell WA 98011
171-P	PARKANS, Stephen	Steve	Ferna	415/526-0813	W6TDH	953 Jackson St.	Albany CA 94706
170-PA	PARNELL, Lester F.	Les	Dora	--	--	Rte 1, Box 162-A	Wheatland CA 95692
857-PA	PARRISH, James P.	James	Jeanette	501/888-3877	--	6501 Ac ed St. A-75B	Metairie LA 70003
604-P	PARRIDGE, George A.	Birdie	Iris	THANET 62839	G3CED	17 Ethel Rd. Broadstairs,	KENT, England
33-P	PASCOE, Gordon H.	Gord	Vera	206/WE2-0282	--	4015 S.W. Othello St.	Seattle WA 98116
NOTE- Gord Pascoe helped establish the Pacific Northwest Chapter and is its first Director)							
885-PA	PAUL, Boyd E.	Boyd	--	--	WA5NPL & W6EDF	P.O. Box 47	Snow Shoe PA 16874
836-P	PAULSON, Le ROY D.	Le Roy	Carol	U...	--	P.O. Box 403	Wake Island 96930
655-P	PECK, Gordon V.	Gordon	Ethel	314/018-4225	WB5FBM	175 Giassen Drive	Dallas TX 75218
291-PA	PEEBLER, Robert B.	Bob	Helen	U...	K4RC	405 No. Ocean Dr.	Pompano Beach FL 33062
45-P	PEEK, LOYD	Loyd	Margaret	206/FM5-7373	W5KJW	113 Baracuda St.	Galveston TX 77550
368-V	PEEL, John A.	John	Elsie	503/235-2254	W7IT	3418 S.E. 6th Ave.	Portland OR 97202
NOTE- PORTLAND AREA REP. PACIFIC NORTHWEST CHAPTER.							
225-P	PEMBERTON, Cyril B.	Cy	Ruth	U...	K6LE	491 Lado De Loma	Vista CA 92083
551-V	PENNIWELL, Amory F.	Penny	Carmen	--	W6E2K	2407 Calle Linares	Santa Barbara CA 93105
193-SGP	PEREGRINE, Clarence A.	Perry	Marjorie	303/464-7440	--	R.R.#1,	Palisade CO 81526
665-P	PERKINS, Thomas C.	Tommy	LaFrelle	843/392-1696	--	401 150th Ave.(Ray Palms Pk)	Madeira Beach FL (33708)
114-P	PERRY, George E.	Geo	Car91	206/AT5-6538	W7TC	1232 2nd Avenue North	Seattle WA 98109
295-P	PERRY, Stewart S.	Stew	Alice	U...	W1BB	36 Pleasant St.	Winthrop MA 02152
981-P	PETRAGALLA, Louis A.	Pete	Jeanette	305/395-0166	--	1253 Nw 7th St.	Boca Raton FL 33432
198-P	PETTMAN, Bernard	Barney	Agnes	-- (ENGLAND)	G5MLN	1 Myrmas Close, Chesterfield,	Whitstable, KENT
376-PA	PETERSON, Jack B.	Jack	--	--	W6UAP	% Chevron Ship Co.,POB	3069 S.F. CA 94105
881-PA	PHILIPS, Theodore K.	Ted	Jody	201/297-3525	W2EMS	8 Raleigh Road	Kendall Park NJ 00824

# P

286-SGP	PHILBRICK, JOHN S.	Phil	--	--	--	200 Glenwood Circle #708	Monterey	CA	93940
844-PA	PHILPOTT, ROY PETER	Roy	--	Chelmsford 72474	G3VEH	54 Readers Ct. Gt Baddow	Chelmsford, Essex	ENGLAND	
479-PA	PHIPPS, FOWLER I.	Red	Bettie	213/867-7634	--	6125 Eckleson St.	Lakewood	CA	90713
410-V	PIERCY, ELMER A.	Elmer	Ann	--	W6CID	P.O. Box 666	Victorville	CA	92392
544-SGP	PIERSOL, MYRON DALE	Myron	Dcd	314/MI5-8303	W0TYW	3227 Edgar Ave.	Maplewood	MO	63145
603-PA	PIKE, PERCY C.	Pickle	Mable	DECEASED - June 13, 1971		(in Victoria B. C.)			
312-V	PIOTROWSKI, SIGMUND	Pete	Del	308/882-4982	W0EWF	P.O. Box 422	Imperial	NB	69033
597-V	PIRIE, ROBERT K.	Bob	Shirley	805/967-9698	W6OD	5298 Louisians Place	Santa Barbara	CA	93111
563-P	PLANT, C. RONALD	Ron	Margaret	Ashover - 253	G5CP	The Cottage, Gynn Lane,	Milltown, Ashover,		
						Chesterfield, England.			
320-P	POHL, MAXWELL A.	Al	Marie	DECEASED - June 11 1970		(Briham City Utah)			
591-P	POOLE, ANDREW L.	Andy	--	714/297-2652	--	4166 Fourth Ave.	San Diego	CA	92103
272-P	POTTER, CARLOS L.	Carlos	--	DECEASED - Aug. 17 1970		(North Cambridge, Mass.)			
998-V	*POWERS, GEORGE H.	Geo.	Catherine	815/597-5844	K4FYL	121 Johnnycake Drive	Naples	FL	33940
449-P	*PRATHER, ARLIE WAYNE	Wayne	Faye	--	W6GWY	4825 W. Alder Drive	San Diego	CA	92116
252-SGP	PRATT, HARADEN	Haraden	Dcd	DECEASED - AUGUST 18 1969		(Pompano Beach, Fla.)			
671-P	PRATT, JOHN M.	"JM"	Levora	215/T07-1525	--	9208 Palm St.	Bellflower	CA	90706
627-PA	PREBLE, CLYDE W.	Clyde	--	415/383-1709	WA6OLA	532 Midvale Way	Mill Valley	CA	94941
79-SGP	PRICE, EUGENE H.	Gene	Ida	408/688-3656	W6WSL	352 Rio Del Mar Blvd	Aptos	CA	95003
802-P	PRICE, LEO A.	Doc	Elsie	216/724-9217	--	576 East Archwood Ave.	Akron	OH	44301
185-PA	PRINCE, ROY F.	Roy	Betty	408/259-6347	VE6LP/W6	12661 Sherree Court	San Jose	CA	95127
1007PA	PROFT, CONRAD R., Jr.	Sparks	Ruth	314/843-1118	W0DIM	8966 Lindenhurst Dr.	Crestwood	MO	63126
50-P	PYLE, HOWARD S.	"YB"	Dcd.	--	W7OE	7454 - 78th Ave. S.E.	Merced Island	WA	98040

# Q

717-PA	QUEREAU, BRENNEMAN F.	Bren	Emma	305/443-1868	W0BY	420 So. 45th St.	Boulder	CO	80303
402-SGP	QUINBY, EDWIN J.	"JA"	Margaret	201/273-4293	--	30 Blackburn Road	Summit	NJ	07901

# R

35-P	RASER, EDWARD G.	Ed	Pauline	609/882-6645	W2ZL	19 Blackwood Drive	Trenton	NJ	08628
	NOTE - Ed Raser is Area Director for the N.E. Section of the U.S.)								
116-P	RATHBUN, WALTER R.	Walt	Vera	206/293-3960	W7FW	R-1, Box 154	Anacortes	WA	98221
177-V	RAUCH, WALTER P.	Walt	Faye	213/363-3585	W6NR	11238 Babbitt Ave.	Granada Hills	CA	91344
972-V	RAWLINS, LYNN G.	Lynn	Nina	209/632-3628	K6HB	8625 Lander Ave.	Rilmar	CA	95324
409-P	READ, SAMUEL G.	Sam	Barbara	714/422-6581	WA6OMR	1100 Industrial Ave. B-12,	Chula Vista	CA	92011
991-PA	REDFERN, GEORGE K.	Red	Sylvia	503/236-8244	W7AWU	2325 S.K. Sherman St.	Portland	OR	97214
541-V	REISTAD, FRANK E.	Frank	Rachel	816/252-8058	--	4015 So. Delaware	Independence	MO	64055
POP-4	REYES, EDMUNDO A.(DR)	Ed	--	--	DUIOR	200 F. Benetelz, San Juan,	Rizal, Philippines		
357-V	RICHARDSON, JACK C.	Junior	Helen	707/965-3092	--	2080 Spring Mtn Road	St. Helena	CA	94574
487-SGP	RICHARDSON, KENNETH	--	Henny	516/599-4736	--	254 Vincent Ave.	Lynbrook	NY	11563
450-P	RICHARDSON, ROLAND D.	Rich	--	415/447-1202	W6AW	P.O. Box 244	Coarsegold	CA	95614
955-V	RICHELIEU, CLYDE C.	Rich	"LU"	312/665-0071	W9J8 & W9ABE	215 So. Washn. St.	Wheaton	IL	60187
526-SGP	RIDDLE, ELMER R.	"EL"	Esther	305/287-6477	--	P.O. Box 884	Jensen Beach	FL	33457
POP-10	RIGHTER, KEMPER H.	--	--	--	K7UQH	2803 Lynn St.	Bellingham	WA	98225
533-PA	RITZEN, JACOB L.	Jake	Georgia	--	W4DDY & W6WFL	USNAF. Box 40	APO NY, NY	09406	
845-V	ROBERSON, CLYDE E.	Robby	Evelyn	414/481-5302	W9RGR	5120 So. Indiana	Milwaukee	WI	53207
1019PA	ROBERTSON, WILLIAM H.	Bill	--	901/363-3266	W4NZP	3352 Clarke Road	Memphis	TN	38118
751-V	ROBERTS, ERIC A.	Eric	Eleanor	U...	W2BI	P.O. Box 565	Pawley's Island	SC	29583
721-V	ROBERTS, FORREST G. Jr.	--	Leititia	305/687-3246	W4EYM	1527 Baracoa Ave.	Coral Gables	FL	33146
179-SGP	ROBERTS, BOYD P.	Bob	Dcd	--	--	2641 Golden Rain Rd. A-6,	Walnut Creek	CA	94593
644-V	ROBERTS, THOMAS J.	Tom	Gladys	305/448-4394	K4FL	1511 Cortez St.	Coral Gables	FL	33134
398-P	ROBERTS, WALTER J.	--	Bertha	415/533-1155	K6AX	4307 Evans Ave.	Oakland	CA	94602
799-V	ROBERTSON, HARVEY J.	Robby	Bonnie	307/632-1724	W7HRM	5645 Ostdiak Court	Cheyenne	WY	82001
200-P	ROBINSON, ALFRED K.	Robbie	Edna	--	W6CN	755 Cromwell Way	Vista	CA	92023
651-V	ROBINSON, JOHN A.	--	Margaret	205/539-2909	K4NV	P.O. Box 1424, APO,	San Francisco	96555	
141-V	ROBINSON, JOHN T.	Jack	Dodie	U...	W7MEA	8203 - 77th S.E.	Merced Island	WA	98040
651-PA	ROBINSON, OLIVER K.	Bob	Kathy	415/581-5257	--	18775 Vineyard Rd.	Castro Valley	CA	94546
545-SGP	ROBINSON, ARTHUR H.	Art.	--	604/922-1594	--	299-24th St. A-"C"	West Vancouver B.C.	Canada	
176-P	ROEBUCK, FRED G.	Fred	Margaret	415/343-3294	--	413 Hillcrest Road	San Mateo	CA	94402
669-P	ROM, CARL W.	Roms	Mary	DECEASED - Nov. 5 1971		(Miami, Fla.)			
404-P	ROMANDER, C. HUGO	Hugo	Charlotte	--	W6CH	949 Pleasant Hill Rd.	Redwood City	CA	94061
609-PA	ROSSITER, LAWRENCE	Larry	Velva	604/478-5476	VE7QF	Humpback Road, RR6	Victoria B.C.	Canada	
948-PA	ROTH, JONNY COR	Jonny	Helleman	01731-9412	P4BNNY	Maria van Oostervijkstr7	Nootdorp, Holland		
169-V	ROWE, ALFRED H.	Al	--	--	W2BSJ	Hotel Keller, 150 Barrow St.	NYC	NY	10014
520-V	RUGGLES, JAMES E.	Ed	Ruth	213/761-8979	W6IH	12252 Hartsook St.	North Hollywood	CA	91607
909-V	RUNNELLS, THOMAS R.	Ray	Leona	206/242-0788	W7LQ	2115 S.W. 169th St.	Seattle	WA	98166
502-P	RUSSELL, ADAM J.	Russ	Grace	--	W7M2C	1931 E. Silver St.	Tucson	AZ	85719
739-SGP	RYAN, FRANCIS M.	Fran	Irene	703/536-9306	--	5920 Oakdale Road	McLean	VA	22101



# S

978-V	STEWART, HUGH B. Jr.	Stu	Agnes	703/737-2210	W4RYV	203 Pickett Ave	Sandston	VA	23150
491-V	STINSON, FRANK M.	Frank	Dorothy	314/527-4680	W0G00	1520 Maple Lane	Ellisville	MO	63011
949-PA	STOCUM, PRESTON L.	Pres	Gloria	602/887-3260	W7UP	3740 No. Romero Rd #C31	Tucson	AZ	85705
495-PA	STOKELY, GEORGE D.	Geo.	Ded.	415/663-1490	--	P.O. Box 111	Inverness	CA	94937
186-PA	STOUT, MAX V.	Moose	Nan	--	K5CDA	(No local No.)	Ozone	AR	72854
826-PA	STRAUSS SEYMOUR	"WY"	Beatrice	415/792-5019	W4TRU/8	3557 Dalton Common	Fremont	CA	94536
819-PA	STROMSNES BJORNAR	"BST"	--	--	--	Torvgt 45 N-8000 Bodo	NORWAY		
556-PA	STUTZMAN, THOMAS C.	Bear	--	315/893-4148	--	19593 Carrie	Detroit	MI	48234
986-V	SULLIVAN, KENNETH R.	Sully	Helen	206/CH2-98146	W7AGV	11512 - 20 Ave. S.W.	Seattle	WA	98146
440-PA	SULSER, WAYNE J.	Wayne	Rae	515/282-1345	W0BQ	2005 - 7th St. A-6	Des Moines	IA	50314
783-PA	SWAFFORD, JOHN H.	John	Ann	703/536-9537	W4HU	2025 North Kensington St.	Arlington	VA	22205
855-P	SWALLOW, JOHN H.	John	Dcd	--	W42SV	1367 Max Ave.	Chula Vista	CA	92011
901-PA	SWANDIC, BERNARD J.	Bernie	Netti	501/869-1814	W3IHY	7417 Mill Run Drive	Berwood	MD	20855
612-V	SWANSON, HERSCHEL C.	Spud	Ruby	319/366-1392	W0LZ	193-20th Ave. S.W.	Cedar Rapids	IA	52404
540-V	SWARTZBERG, DAVID	David	Edna	--	--	211 Eastern Ave.	Lynn	MA	01902
941-PA	SWICINSKI, ALLEN P.	Allen	Janice	201/375-5614	WR2PQC	757 Grove St. A-3	Irvington	NJ	07111
332-V	SYKES, NORMAN G.	--	Margaret	--	G3MPH	Windrush, Oakley Road	Cheltenham	GLOS	-
849-V	SZABO, PAUL	Paul	Viona	815/257-3981	WB4LXJ	458 E. Davis Blvd(Davis Islds)	Tampa	FL	33606

# T

65-P	TAGGARD, STANLEY G.	Stan	Josephine	415/548-5959	--	1107 Keith Ave.	Kerkeley	CA	94708
542-V	TAGGART, WALLACE R.	Tag	Barbara	415/633-2710	W6ENO	1125 Winsor Ave.	Piedmont	CA	94610
775-PA	TALBOT, KENNETH	Ken	Elizabeth	--	--	14790 - 55th Ave.	Surrey	B.C.	Canada
460-SGP	TAMBURINO, ANTHONY C.	Tony	Antoinette	--	K4BX	6708 Farragut Ave.	Falls Church	VA	22042
524-P	TAMI, JOSEPH Jr.	Joe	Mary	215/553-1389	W6DAY	7725 Apperson St.	Tojunga	CA	91042
245-SGP	TAPPAN, LESTER J.	Les	--	--	--	6250 Lucky John Road	Paradise	CA	95969
501-P	TASCHNER, VERN M.	Jiffy	Clara	714/494-0175	W6PPB	1159 Gaviota Drive	Laguna Beach	CA	92651
570-V	TASKER, JAMES M.	Jim	LaVerne	DECEASED - 1971 (Exact date unknown)	--	--	--	--	--
478-P	TATE, THEODORE H.	Ted	Oleta	808/621-5697	KH6FW	1711 Nakula St.	Wahiawa	HI	96786
775-PA	TETREAL, RALPH P.	Tate	Gertrude	515/537-2961	W8PX	27209 West Six Mile Road	Detroit	MI	48240
471-V	THOMAS, HUBERT E.	Tom	Madelein	805/646-2270	W6BNV	4202 Loma Drive # 43	Ojai	CA	93023
640-PA	THOMAS, RALPH L.	Ralph	--	215/874-9063	WB6PCZ	7335 Santa Monica Blvd	Los Angeles	CA	90046
958-P	THOMSEN, GILBERT G.	Gil	Alice	714/726-6945	W2TL/6	1150 Meadowlake Dr. A-8	Vista	CA	92083
908-PA	THOMPSON, KYLE E.	Kyle	Lois	408/225-9479	W6BNJ	197 Benbow Ave.	San Jose	CA	95123
579-PA	THOMPSON, THOMAS E.	--	Debbie	--	--	5138 Fairview St. A-101	Chesapeake	VA	23325
18-SGP	THOMPSON, WESLEY C.	"WC"	Minna	408/536-8525	W6IHY	7900 Harvard Drive	Ben Lomond	CA	95005
64-P	THORNE, PHIL E.	Phil	--	DECEASED - March 20, 1970 (Oakland, CA)	--	--	--	--	--
780-PA	THOMA, ANTHONY J.	Tony	Madgelina	305/564-1997	--	402 N.E. 25th St.	Ft. Lauderdale	FL	33305
952-PA	TIMMONS, CHARLES A.	Cat	Diana	206/295-7494	--	903 - 26th St.	Anacortes	WA	98221
217-SGP	TRAVIS, GERALD E.	Jerry	Alma	--	--	22 Nitoin Drive	North Kingston	RI	02852
928-PA	TREVINO, RICHARD W.	Dick	Jean	713/735-2052	W5EWS	Rt.1, Box 378	Orange	TX	77630
701-P	TREYES, KENNETH A.	Ken	Maurine	515/265-0142	W0LO	1422 Penn Ave. A-7	Des Moines	IA	50316
466-P	TROSPER, GILBERT A.	Gib	Romana	DECEASED - Feb. 6, 1971 - San Francisco, CA	--	--	--	--	--

# U

962-P	ULRICH, VICTOR C.	Digger	Anna	--	W42DIG	25 Ida Street	Balacon	NJ	07500
968-SGP	UNGER, HARRY J.	Harry	Velma	602/656-9225	--	2102 East Mulberry St.	Phoenix	AZ	85016
512-P	UPTON, KENNETH E.	Ken	Dorethea	602/297-3494	--	250 West Shenandoah St.	Fucson	AZ	85704
535-P	UPTON, MONROE	"MU"	Emerita	802/624-6557	--	5740 Ironwood Hill Dr.	Fucson	AZ	85705
1016P	URRACK, CHRISTIE	Dac	Anna	215/634-5152	K3RD & W42YMG	3145 Salmon St.	Philadelphia	PA	19134

# V

1015V	VACHOW, LEO J.	Pelow	Jean	616/436-7721	W8CPY	518 E. Etherington,	Mackinaw City	MI	49701
815-V	VANDERSLUIS, ARTHUR L.	Van	Ruby	218/751-4812	W0KFF	Route 5	Bemidji	MN	56601
745-PA	VANDIVEER, WILLIAM E.	Bill	Janet	212/883-8242	K2DW	23 Oldwood Road	Port Washington	NY	11050
405-SGP*	VAN DYCK, ARTHUR F.	Van	Edith	305/562-3748	--	P.O. Box 2457	Vero Beach	FL	32960
922-PA	VAN HANDLE, RAYMOND T.	Van	Viola	201/471-6809	W2BAT	139 Howe Avenue	Passaic	NJ	07055
581-PA	VANICEK, JERRY J.	Jerry	Nellie	312/FR6-2079	W9CZT	3513 South Lowe Ave.	Chicago	IL	60616
760-V	VAN ORDSTRAND, CLARENCE	--	Rose	212/469-5939	--	2102 Beverly Road	Brooklyn	NY	11226
210-V	VAN PATTEN, THERON C.	Van	Ruth	206/WB2-2839	--	4840 Beach Drive S.W.	Seattle	WA	98116
934-P	VEADER, LESLIE B.	Les	Harriet	201/377-4213	--	6 Hillside Ave.	Madison	NJ	07940
729-PA	VELIZ, JOE R.	Joe	Grace	415/935-6834	K6IH	445 Boyd Road	Pleasant Hill	CA	94523
486-P	VENNER, EDWARD G.	Ed	Lillian	DECEASED - Jan. 16, 1970 - Falmouth, Maine	--	--	--	--	--

(\* Military title, insufficient space to list. / (U) Enlisted Telephone. / (A) Apartment or local Number. / (H) Home.

40-SGP VETTER, W.A.	Bill	--	415/681-1504	--	4731- 17th Street	San Francisco	CA 94117
994-SGP VILJOEN WYNARD EUGENE	Gene	Lillian	808/929-7476	KH6GGS	Box 36B, Star Rt.	Captain Cook	HI 96804
657-SGP VILLAREAL, DEWEY R.	Dewey	Belle	815/726-4532	W4BM	475 4th St., South	Safety Harbor	FL 33572
1032PA VIACE, THOMAS J.	Tom	--	416/935-6668	VE3HM	51 Tecumseh St.	Catharines Ontario,	Canada
910-PA VIOLINO, EUGENE H.	Gene	Billie	215/242-9560	W6INH	2839 Canada Blvd.	Glendale	CA 91208



782-PA WACHTELL, BRUCE W.	Bruce	--	--	WB6RQK	P.O. Box 433	Sausalito	CA 94965
331-P WAHLSTROM, ROBERT D.	Bob	Diadys	312/469-1837	W9RB	234 Main Street	Glen Ellyn	IL 60137
411-P WAITE, AMORY H. Jr.	Bud	Betty	201/222-4155	W22K	46 Mommoth Blvd.	Oceanport	NJ 07757
1005PA WAITS, JAMES G.	Jim	Jeneida	904/243-8290	W4BQM	173 Brooks St. S.E.	(Fort Walton Beach)	FL 32548
659-SGP WALLACE, DON C.	Don	Bertha	215/377-4120	W6AM	28503 Highridge Road	Palos Verdes Pen.	CA 90274

726-V WALLACE, WILLIAM F.	Wm.	Gay	--	--	C/O DTSM, PAN AM Airways	Saigon, APO SF	96307
426-P WALLIN HYMAN	--	Celia	--	--	8110 New Hampshire Ave.	Silver Spring MD	20905
672-V WARD, DOUGLAS W.	Douglas	Clarissa	415/564-0068	--	4718 Irving St.	San Francisco	CA 94122
796-P WARD, JOHN STEDMAN	Sted	Ruth	914/779-3844	--	248 Manhattan Ave.	Crestwood	NY 10707
517-PA WARDEN, DONALD W.	Don	--	203/536-2210	K1ZVQ	Lot 52, Fairacres Tr	Pk, Mystic	CT 06353

920-PA WARNER, HARRY E.	"ED"	--	415/552-0191	WB6UDR	2115 Cleveland St.	San Leandro	CA 94577
215-P WARNER, REYNOLD T.	Ray	Ruth	--	W7JU	P.O. Box 2496	Riviera	AZ 86442
120-SGP WARNOCK, ARCHIE D.	Arch	Edith	DECEASED - Feb. 8 1970 - Laguna Hills, Ca.				
8-P WARNOCK, DR. A.P.	Bill	Ruth	408/624-8261	W274	PO Box 3397, Hacienda	Carmel, Carmel	CA 93921
309-P WATERMAN, EDWARD C.	Ed	Judith	305/448-9040	--	400 N.W. 40th Court	Miami	FL 33126

221-SGP WATERS, DR. JOHN E.	Doc	Edna	714/658-1209	W6EC	25531 Cornell St.	Hemet	CA 92343
884-F WATSON LEROY F.	Doc	Dorothy	415/524-1590	W6BI	1009 Keith Ave.	Berkeley	CA 94708
403-SGP WATSON CLIFTON H.	Clif	Clara	--	K6WC	4870 West Point Loma	Bldg. San Diego	CA 92107
65-P WEBB, MON L.	Mon	Alma	DECEASED - Aug. 16 1969 - Folsom, CALIF.				
937-PA WEIGLUND, RAYMOND E.	--	Josie	705/633-5810	--	54 Nash Drive, Downsview,	Ontario, Canada,	

735-PA WEINTRAUB, LAWRENCE L.	Larry	Belle	501/434-0536	W3ANV	8500 New Hampshire Ave.	Silver Spring MD	20905
159-P WELCH, HERBERT E.	Herb	Florance	--	W6PRD	669 W. Mendocino	Stockton	CA 95204
898-PA WELLS, HARRY G.	Harry	Noriko	713/0X9-3250	W6YLE	8538 Serapis St.	Pico-Rivera	CA 90660
618-PA WENDEN HENRY E.	Henry	Beatrice	614/885-4329	K81KO	52 East South St.	Worthington	OH 43085
936-P WENKSTERN, ZENITH L.	Wenk	Beverly	604/534-9879	--	21792 - 52 Ave. RR1	Langley, B. C. Canada.	

593-P WENTWORTH, BRANDON	Brandy	Phoebe	714/497-1437	K6UJ	460 Oak Street	Laguna Beach	CA 92651
288-P WERSEN, DAVID T.	--	Doris	--	K6DY	1605 Foothill Drive	Vista	CA 92083
850P WESTERLUND, H.S.	Wes	Mary	DECEASED - Oct. 18 1971, Costa Mesa, Ca.				
412-P WHITE, HARRY S.	--	--	201/349-4239	W2CFB	151 Hooper Ave.	Toms River	NJ 08755
812-P WHITE, LUTHER E.	--	Ocd	813/645-1386	W4LI	P.O. Box 3486	Apollo Beach	FL 33570

394-PA WHITE, NORMAN	Norm	--	215/877-1679	WA6WY	5729 Frost Ave.	North Hollywood	CA 91601
594-PA WHITNEY, ELMER F.	Jock	Margaret	--	--	250 Ocean View Drive	Vista	CA 92083
569-PA WHITTAKER, GARFIELD	Garry	Elsaine	604-874-8274	VE7BSB	5227 - 57th St.	Delta, B. C.	Canada.
6-P WHITTAKER, GERALD A.	Jerry	Marge	707/539-2974	W6FC	P.O. Box 2184	Santa Rosa	CA 95405
587-V WIEDOW, CARL P.	Carl	Mary	714/222-9894	WN6RPM	3025 Alcott St.	San Diego	CA 92106

82-SGP WIEHR, HENRY F.	--	Helen	707/464-3913	WB6RM	1232 Lipowitz Ave.	Crescent City	CA 95531
364-V WILEY, GEORGE H.	Geo.	Helen	916/487-1795	W6VKT	5200 Whitney Ave.,	Sacramento	CA 95821
985-PA WILKINSON GEORGE L.	Geo.	Carmen	707/545-3841	K6CCZ	1218 Valerie Way	Santa Rosa	CA 95401
22-SGP WILLETS, GILSON V.V.	Radio Rex,	Bunny	707/865-2054	W6EEZ	Russian River Ave.	Villa Grande	CA 95486
NOTE: "RADIO REX Willets has been the Society's Historian since it was founded.							
132-P WILLIAMS, CHARLES E.	Walker	--	206/845-5530	W7AN	525 Belmont Ave. East	Seattle	WA 98102

265-V WILLIAMS, CHARLES R.	Ray	--	713/944-1119	W5KQE	922 Eastlake	Houston	TX 77034
722-V WILLIAMS, DAVID T.	Dave	Roberta	707/964-3924	--	450 Casa del Noyo Dr.	Fort Bragg	CA 95437
645-P WILLIAMS, PAUL	--	Agnes	408/426-8554	W6WEQ	518 Younglove Ave.	Santa Cruz	CA 95060
784-PA WILLMOT WILLIAM C.	Bill	Florence	305/452-2090	W4ANMQ	1650 Venus St.	Merritt Island	FL 32952
126-P WILMSHURST, ERNEST F.	Ernie	Mervel	714/728-6238	W6KHA	3909 Reche Rd, #45	Fallbrook	CA 92028
NOTE: Ernie Wilmshurst is DIRECTOR, Chapter No. IV.							

425-SGP WILSON, EUGENE G.	Gene	Bess	408/295-7509	--	410 Belmont Way	San Jose	CA 95125
355-P WINCKEL, FRED M.	Bob	Betty	--	W6QQR	2070 Balmer Drive	Los Angeles	CA 90039
896-P WING, WILLIS KINGSLEY	Willis	Barbara	303/824-7792	--	(No local address)	Falls Village	CT 06051
75-P WIZEMANN GROVER W.	--	Emma	609/646-1687	W2ES	219-48 State Mobile Pk.	Pleasantville NJ	08227
4-P WODLER, W. EARLE "COMMODORE"	Friedo	--	707/823-5137	W6FS	7534 East Huribut Ave.	Sebastopol	CA 95472

32-P WOLCOTT, ERNEST E.	Ernie	--	(C/O: Fred Strong,	--	9249-24th Ave. S.W.,	Seattle	WA 98106
536-P WOLF RICHARD	Dick	Emma	--	--	775 Market St.	Paterson	NJ 07513
935-V WOLFE, GLENN H.	Glenn	Meiba	415/885-6281	K6PF	311 San Sebastian Way	Novato	CA 94947
607-P WOOD, GEORGE D.	George	Irma	714/724-2425	--	1611 Anza Avenue	Vista	CA 92085
634-V WOODMAN, KENNETH CAMPBELL	Ken	Adrian	--	G5EBU	"SUNSET" 7 Mount Pleasant Road,	South Woodham	
NOTE: Ken Woodman is Director Great Britain except Ireland)							

539-P WOODY, ALBERT L.	Al	Margery	--	W9JB/7	402 June Dr. Bainbridge Isl.	Winslow WA	98114
166-V WRIGHT, ROBERT A.	Bob	Agnes	--	K7IE	10350 N.E. Tillamook	Portland	OR 97220
648-PA WYATT, HOMER G.	Gerald	Rhadean	502/554-1465	K4UNW	RFD #5	Paducah	KY 42001
401-SGP WYCKOFF, OLIVER A.	Blink	Clara	/801-2639	--	P.O.Box 1, 220 Pettit Ave.	Bellmore NY	11710

----- DIRECTORY CONCLUDED ON NEXT PAGE -----

**WORLD'S LAZIEST OPERATOR.** (We'll vouch for this one).  
 Ran across him in the "Static Room" down at 109 Stuart St., San Francisco. He was asleep on one of the benches but propped up beside him was a neat card which read: "WANTED - TANKER JOB. PLEASE WAKE ME UP IF ONE COMES UP."  
 I never did find out if R.J. fixed him up with the requested oil can or not. . . CX.

# X - Y - Z

X - NONE

Y...  
 839-PA YOUNG, BO-LEE -- C/O Orient Maritime Agencies, 417 So. Hill St. L.A. CA 90013 SS ORIENTAL/  
 1015-P YOUNG, FRANK R. Frank Catherine 415/682-4885 4118 Cobblestone Dr. Concord CA 94521  
 753-PA YURICEK, JOHN John Peggy 412/226-0187 1142 Pacific Ave. Brackenridge PA 15014

Z...  
 874-V ZAHL, Dr. Harold A. Harold Vera V. 201/741-8779 -- 99 Middletown Road Holmdel NJ 07733  
 827-PA ZENTNER ROBERT P. Bob Sharon 415/848-0820 W6UMP 1731 La Vereda Road Berkeley CA 94709  
 279-P ZERBE, RAYMOND W. Ray Leah -- P.O. Box 545 Marble Falls TX 78654  
 416-P ZIMMER, HAROLD F. -- Marjorie 707/795-6459 W6AOY 7647 Adrian Drive Rohnert Park CA 94928  
 715-PA ZIRKO, STEPHAN Steve Frances 406/252-0046 -- 1312 Crawford Drive Billings MT 59102  
 788-P ZOBEL, JEROME F. Jerry Louise 415/322-0063 -- 877 Northampton Drive Palo Alto CA 94303

## New Members Too Late for listing

1021-PA BULLARD SHERRILL -- Jeanne 415/783-0074 W86WHK 2561 Phelan Ave., Hayward CA 94545

### POD. AUZ'D ABB'NS FOR MAIL ADDRESSING

- AL ALABAMA
- AK ALASKA
- AZ ARIZONA
- AR ARKANSAS
- CA CALIFORNIA
- CO COLORADO
- CT CONNECTICUT
- DE DELAWARE
- DC DISTRICT OF COLUMBIA
- FL FLORIDA
- GA GEORGIA
- GU GUAM
- HI HAWAII
- ID IDAHO
- IL ILLINOIS
- IN INDIANA
- IA IOWA
- KS KANSAS
- KY KENTUCKY
- LA LOUISIANA
- ME MAINE
- MD MARYLAND
- MA MASSACHUSETTE
- MI MICHIGAN
- MN MINNESOTA
- MS MISSISSIPPI
- MO MISSOURI
- MT MONTANA
- NB NEBRASKA
- NV NEVADA
- NH NEW HAMPSHIRE
- NJ NEW JERSEY
- NM NEW MEXICO
- NY NEW YORK
- NC NORTH CAROLINA
- ND NORTH DAKOTA
- OH OHIO
- OK OKLAHOMA
- OR OREGON
- PA PENNSYLVANIA
- PR PUERTO RICO
- RI RHODE ISLAND
- SC SOUTH CAROLINA
- SD SOUTH DAKOTA
- TN TENNESSEE
- TX TEXAS
- UT UTAH
- VT VERMONT
- V VIRGINIA
- VI VIRGIN ISLANDS
- WA WASHINGTON
- WV WEST VIRGINIA
- WI WISCONSIN
- WY WYOMING

## SOCIETY OF WIRELESS PIONEERS

### ROSTER OF MEMBERS PROFESSIONAL WIRELESS AND RADIO OPERATORS

1...  
 The foregoing Amateur Roster (Pink pages) and the Membership Directory (Yellow pages) are included in this Newsletter for the confidential use of members only. They are not to be used for solicitation in any manner . . . political, charitable or commercial. Such usage is a contravention of its intended purpose, i.e. that of social and personal use only.

Should you receive telephone calls or mail which may appear to indicate that our directories are being used in a manner, other than intended, please furnish details and particulars.

2...  
 The addresses of widows or members who have become deceased are not included in the Directory for obvious reasons.

Should any member wish to contact the widow of a deceased member, kindly write us and we will either supply the address - if available to us, or forward your letter.

3...  
**MILITARY TITLES**  
 When we started typing the Directory, it appeared that the inclusion of military titles would take an additional line of space and it was obvious we could not include it in a single line as many titles were too long. Hence it was decided to indicate a title holder by an asterisk (\*) preceding members name. No disservice is intended. We do plan to include them however in any future editions and regret that we felt space did not permit, on this printing.

4...  
**LISTINGS.**  
 Great care has been used in typing and proofing these listings. If you find any in error, please furnish the necessary corrections.

It is possible we have not received some **CHANGES OF ADDRESS**, in which case of course the error would be beyond our control. Please check listings . . . telephone numbers, amateur station calls, name of spouse, etc. It is our hope the directory can be made 100% correct. A hopeful fantasy? We tried!

- 5...  
**LEGEND USED IN LISTINGS.**  
 (\*) Military title not used  
 (A) Apartment or Court No.  
 (U) Unlisted telephone  
 (H) Home address/ Phone  
 (B) Business address/Phone  
 (W) Winter address  
 (S) Summer address  
 (T) Telephone  
 (NF) Not furnished to us.  
 PA Professional Associate  
 V Veteran Member  
 P Pioneer Member  
 SGP Spark-Gap Pioneer.  
 FOP Friend of the Pioneers (non-member)  
 (%) Mailed - Care of.  
 --0000--  
 Inter spem et metum  
 de CX



OLD MACDONALD HAD A "FARM"





THE "WIRELESS PIONEER"

# ... Of Ships and Men



## Ode To The Spark-Gap Pioneer

I sat by a harbor at sundown,  
As the sleepy sun tinted the west;  
Soft night winds began to whisper,  
The world seemed at peace and at rest.

From the ships that lay in the harbor,  
Riding lights flashed clear and bright  
To passing ships flashing a warning  
Thru the pale of lowering night.

The roar of the city beyond me,  
Seeming to me miles away  
As the smoke plumes twisted and gathered  
Like a shroud from the dying day.

And I thought of the great ships before me,  
Of the treasurers their depths might hold ---  
Of the sea's trackless paths they have travelled,  
That their owners might gather more gold.

Tramps, nomads of the ocean,  
Rusty, decrepit, and old  
Bound for a port offering cargo  
To stow in their cavernous hold.

The ill-painted name of their home port,  
Only proof of their place of birth,  
Doomed forever to wander along  
The trade routes of the earth.

All too soon their days will be numbered;  
The last port of call they will reach,  
Or their rusty ribs will be bleaching  
On the rocks of some treacherous beach.

Slowly I bow low in silence,  
My eyes welled up with salt tears;  
Seemed I heard soft voices a-calling  
'Cross a vale of long wasted years.

Like ships that lay in the harbor  
I had traveled the trade routes in vain  
Since the day that I sailed from my home-port  
That some other person might gain.

As I gazed out across the grey harbor,  
There the anchor lights flashed clear and bright,  
To the hulks in the shadows I whispered, . . .  
"Good night, my comrades, good night."

Pietro Rametta

1952 - "CQ"

## ANNUAL BUSINESS MEETING

The ANNUAL BUSINESS MEETING of the Society will be held this year at the GREEN MILL INN, Cotati, Calif., FRIDAY, May 26 1972, 12:00 NOON until about 3:30PM.

Luncheon will be served (Chicken Eugene - Specialty of the house - they are famous for this dish, and it has been a favorite of our members at past meetings.) The tab is \$5.50 and this includes tax and gratuities.

(Continued at bottom of column at right)

## PART II TO FOLLOW

Due to the fact that this publication is not a book and can not be mailed at the lower postal rate which books enjoy, it is being mailed THIRD CLASS. Since any printed material of this nature that weighs one pound or more must be mailed at FOURTH CLASS rates, costing from 60 cents to one dollar each, it is understandable which we have decided to publish this newsletter in two sections in order to keep the weight limit brackets of third class mail.

Therefore, it has been decided to call this section or part of the Newsletter, PART NO. I and the Section or part which will be full of personal news of and about our members - PART II.

We plan to work up PART II in the coming month, hence you may wish to update any news that you have furnished in the past or supplement same with new material. There will be time if you forward it within the next week or ten days. However, please do not delay too long.

We have also been informed that the POST OFFICE DEPARTMENT is increasing the rates on THIRD CLASS MAIL. We do not know at this time just what effect it will have on our operation but it is sure to have some impact on finances. However, we will try to hold the line on dues and at least for 1972 we will continue at the same rate, i.e. Sustaining dues \$5.00 for the current year.

## IMPORTANT EDITORIAL NOTE

It is not the policy of SOWP to include controversial material in its pages. The article - "SAD STORY OF AMERICAN SHIPPING" which begins on Page 5 being the case in point. Much of the material used was extracted from shipping and labor media. We recognize that it may have overtones of thought or opinion not shared by others.

We regret the inclusion of this story even if it does carry the strong personal convictions of the editor relative the serious plight and degeneration of American shipping . . . and who feels a solution to be a dire necessity for the protection of our country and the gainful employment of our radio officers.

Hence, to keep the Society strictly non-partisan, the Society will not give its endorsement to one side or the other and will refrain in the future from publishing of such a potentially controversial nature.

This article was actually written nearly two months ago. The introspection makes one realize how far afield one might stray, when we are publishing a medium geared to friendship and historic memorabilia of the wireless field and of days long ago.

William A. Brennan - Editor.

Two rooms will be furnished, one for luncheon and the second for our business meeting. No prepayment required however a headcount is required so please inform us by May 24th at noon if you plan to attend and how many in your party. Pay waitress at time luncheon is served. Do plan to attend and mark on your calendar NOW !!!!!!!

THE WIRELESS PIONEER

## SILENT KEYS

**WORTH THINKING ABOUT.** We have carried the names of members who have become silent keys, in the Society's Directory and records as we have always felt that part of our mission is that of keeping nostalgic memories of all members and especially those who have closed their keys for the last time - a special tribute to departed shipmates and brothers. "Gone but not forgotten!"

One of our good Spark-Gappers makes a suggestion or request, and this is it: "Please don't place our name in the 'silent keys' listing if the inevitable occurs. PLEASE. I always feel sort o' sad, and regretful reading them, and imagine that others do too.

We know of course that reading the obituary notices is somewhat gloomy and depressing, yet out of love for our fellow man, we think that this vital information should be recorded and reported as news.

This is the only report we have received of this kind. However, if there are many members who feel strongly the same way, it would be appropriate to give our modus operandi further thought and evaluation. If there are many members who feel the same way, in deference to a substantial number of collective wishes, the Society may wish to drop its Chapter 'Eternal'.

Should you concur with the suggestion, please inform us, otherwise we will continue to record and report the passing of all brother wireless and radio men.

In respect to individual members who might not wish their own names so recorded, we would of course try to carry out their wishes on a personal basis.



MIX A 215-WORD "PRIORITY" MESSAGE WITH A CRUMMY FIST—ADD 96 BURSTS OF STATIC AND SOME QRM—STIR IN SOME SWEAT AND TEARS—A GENEROUS PORTION OF MIND READING—THEN HOPEFULLY SERVE TO THE SKIPPER.



"MIGHT I SUGGEST, SIR, THAT WE HOLD OFF THE SOS FOR A MUCH MORE OPPORTUNE TIME, SUCH AS THE 3-MINUTE SILENT PERIOD WHEN OUR LISTENING AUDIENCE SHOULD BE HIGHLY RECEPTIVE AND CERTAINLY MORE RESPONSIVE."

## TECHNICAL ASSOCIATES ?

The Society lists a small group of 'non-members' in our records whom we refer to or identify as "FRIENDS OF THE WIRELESS PIONEERS (FOP)". These individuals have requested copies of the Society's publications and wish to enjoy the privilege of attending some of our reunions and picnics, since nearly all of them have been closely identified with wireless or radio over the years.

Most of those listed are or have been engineers, technicians or administrative personnel, long identified with the art, and in many cases - they have worked with or directed members in their assignments.

These individuals help sustain the Society with donations equal to or above that of membership dues. They are not eligible to vote or hold any office in the Society and can attend business meetings only if specifically invited. They do not participate.

A number of our members have suggested that we change the identity of this group from that of Friends of the Wireless Pioneers to . . . TECHNICAL ASSOCIATES, which is a little more meaningful and shorter. They will continue in the same status as before - that of being 'non-members' per se.

The Society does retain the right to accept or reject individuals who may request this affiliation and it is necessary for anyone so interested to be sponsored by one of the Society's members in good standing.

We wish to restrict those in this classification to those who have spent years in affiliated positions with which many of our members have worked or those whose actions have had considerable impact on the lives of members in one way or another.

Unless there is major objection to the proposal, we plan to put it into effect at an early date - at least taking the matter up at the Business Meeting scheduled in Cotati for May 26 1972.

- (X) -

**LAST MINUTE**  
**NET NEWS**



**PIX**  
**FROM LONG AGO**

Chief Operator, Bob Shroeder thinks that we should give consideration to the MAGIC NUMBER "55"

It has been proposed on Pages 68 and 69 of this Newsletter that members . . . GIVE A QO SOWP . . . ANY HOUR ON THE HOUR, on 7100, 14100 or 21000. He says lets go ahead and try it out, but perhaps if it does not appear to be working too well . . . try the same idea on 55 past the hour. Many skeds start ON THE HOUR and in this way, the group would get in and hold their frequency with less likelihood of preemption and interference if they are QRL on the frequency, instead of waiting until the hour when others seeing it free may take over. Also to make it easy, he suggests that the following frequencies be used - 3555, 7055, 14055 and 21055 . . . in other words . . . "55 on 55". Perhaps you will like to try both as there is only 5 minutes time difference. If you don't connect at 55 on 55, QSP to Khz listed ON THE HOUR.

**ERROR.....**

Regretfully, Ye Ed listed the CALL LETTER of our NET COORDINATOR on Page 69 as W6RLZ instead of W6HLD as it should be. Please correct your book. Also his name should be ALLAN instead of ALAN as typed. It is noted that call and name are correctly listed in Directory.

**CHANGES AND ADDITIONS RECEIVED TO MARCH 22 1972.**

- 107-SGP ERTCH, William J. Ek. New call 3D2EK has been issued. Cancel VR2/
- 7710PA MATTHEWS, S. REGINALD. New call WA7ORV. Cancel old call WN7ORV.
- 455-P CROUSE, JAMES W. W7BPU/6. New address is Vista, Calif. instead of Seaview Texas. (Change Amateur section only).
- 905-PA ST. CYR ALFRED L. Change of address. After April 1 1972: 8510 Kennedy Blvd., North Bergen, NJ. 07047. Change Directory and Amateur Roster Listings. (W2LOQ).

**"ERRATA**

"FIRST ASSIGNMENT" story by Capt. Edw. N. Dingley USNR RET. on Page 36. Call letters of the S.S. SATARTIA should be K1RC (not K1CD as printed).

Page 45. Morse Story. Make sub-headline read . . . "What HATH GOD WROUGHT ? (Repeat).

**AHOY & FAREWELL**

This is the name of a paper-back book (8-1/2x11") which is devoted to SHIPS OF THE GREAT LAKES. It is published by the Marine Historical Society of Detroit, Inc.

It is complete history of hundreds of ships that have are still plying the waters of the Lakes, both Canadian and American. THE MARINE GALLERY OF MANY FAMOUS SHIPS is a beautiful collection of photographs of many ships which have or are still on the Lakes.

We wish to thank member, Ray Anderson, 988-P 17 Lexington Court, Midland, Michigan 48640 for send a complimentary copy for our Library.

(Continued directly to the right in Col.2) →



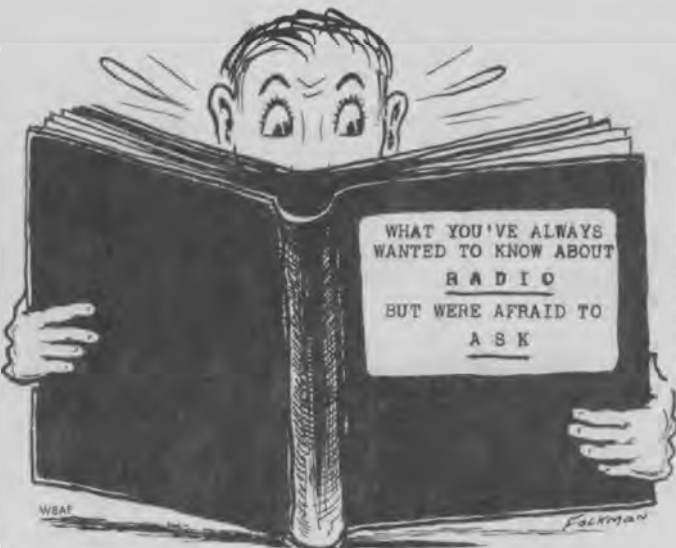
**Bernard H. Linden & Dr. Lee de Forest**

This picture, taken over 40 years ago, (circa 1929) was furnished by our good member BERNARD H. LINDEN (400-SGP) of himself at left and Dr. Lee de Forest on the right. It has never been published before, to our knowledge. Taken in Los Angeles, Calif.

While many of us remember "Bab" Linden as one of the finest of the FCC's West Coast Inspection Team (retiring in 1961 after 45 years of Service), few perhaps recall that he was a partner in the Radio Retail Store of "WARNER & LINDEN" located at 350 Market St., S. F. in 1921 - Warner Bros. may still be in business). Also he was an Instructor at the Univ. of Calif. Extension Division and Polytechnic High School, S. F. His first seagoing job was on the SS PARADISO/WRI in 1915.

While it is a very valuable addition to the Society's Library, we think if of sufficient interest to inform members, as many may wish to purchase. Nominally priced at \$2.75 each we think it a real buy for those who have spent time on the Lakes. Send your order to Marine Historical Society of Detroit, Inc. C/O- Mr. J. Albin Jackman, 8466 Salem Lane, Dearborn Heights, Michigan, 48127. I am sure you will not be disappointed.

Ye Ed. **THE WIRELESS PIONEER**



**ANSWERS ? Read Part 2 ... COMING !**

**THREE A.R.S. "OLD TIMERS" - SAN FRANCISCO 1955**

L/R. Jack Irwin (Silent Key), Howard Cookson -140SGP  
Les F. Byrne - 227-SGP and Barkeep Charlie Dahlstrom.

Jack Irwin will be remembered by many old timers, was born in Victoria Australia and employed first by the Western Australia Gov't. Telegraph Service. At the outbreak of the South African war he enlisted at 19 years of age. After the war ended he entered the Transvaal Gov't. Tel. Svc. He was in the Zulu rebellion which followed. Joined the American Marconi Service 1907 and was on duty at Siasconsett Station when he picked up the first SOS-CGD at sea from the S. S. REPUBLIC, rammed in the fog by the S.S. Florida. Handled all distress and other traffic.

Later, when Dr. Wellman tried to cross the Atlantic in a small motor dirigible, Irwin was aboard as R/O. Several days out of N.J. trouble developed and everything aboard had to be dumped into the sea, including the wireless gear. Irwin, signalling by flashlight attracted the S. S. Trent, which took everyone aboard from the balloon. Thanks to both Howard and Les for the interesting photo and to "Cookie" for resume on Jack Irwin.

**NEW MEMBERS**



APPLICATIONS  
 APPROVED TO  
 MARCH 22 1972

- 1021-PA BULLARD SHERRILL (Jeanne) WBGWHK  
 2561 Phelan Ave., Hayward, Calif. 94545  
 T: 415/783-0074.
- 1022-PA ROBERTS, ESTILL G. Jr. (Louise) WA2LFN  
 111 Patricia Lane, Syracuse, N.Y. 15212  
 T- 315/458-2588
- 1023-V GAETZ, EDWIN J. (Susie) W5KTL  
 4607 Braeburn Drive, Bellaire, Texas, 77401  
 T- 713/665-6693
- 1024-PA BROSLAW, JOSEPH (Alice)  
 212 Beverly Road, Hempstead, N.Y. 11550  
 T- 516/489-0004



**RESERVED ! For those who go "Down to the Sea in Ships"**



**WIRELESS PIONEER - NEWSLETTER**

**PART - ONE**

Final copy for this edition went to the printer March 23 1972. It has been produced in its entirety, except for MSS, cartoons, etc. by William A. "Bill" Breniman - your editor, as a contribution and service to brother members of the Society. He hopes you will find it enjoyable and that you will excuse shortcoming you may find in typing, etc. 73 to all. Bill

